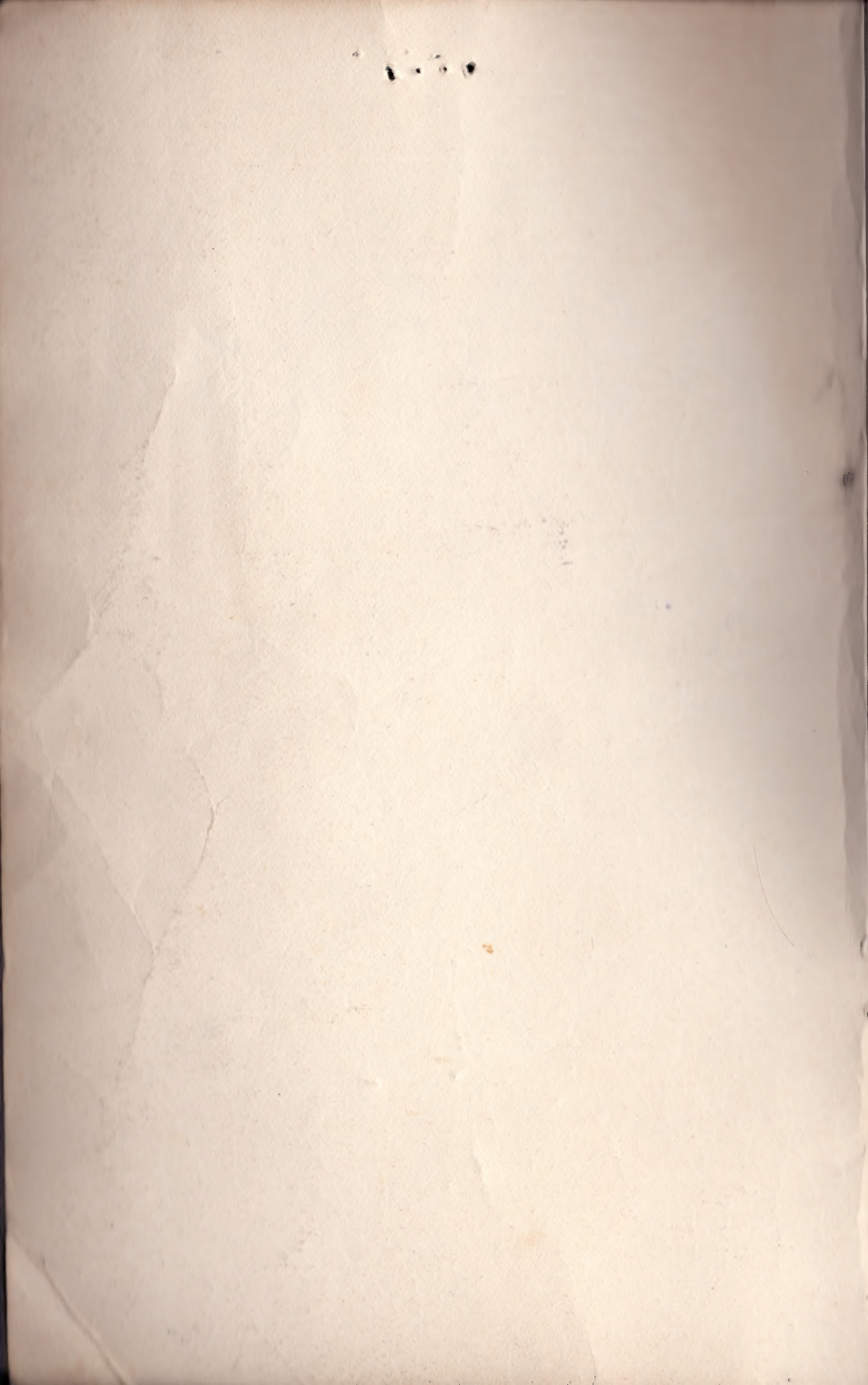


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# **INTRODUCTION**

## **Welcome**

Ford welcomes you to the growing group of discerning people who own and drive Ford-built vehicles. We take great pride in the long tradition of quality products and superior values that the Ford name represents. This Owner's Guide has been written to help you enjoy many miles of motoring pleasure in your new car.

## **You, Your Car, and Ford**

### **New Car Break-In**

Your new car will not require an extensive "break-in," although we recommend you limit your maximum speed to 55 mph (90 km/h) or the lawful speed limit during the first 1000 miles (1600 km). For further break-in instructions, refer to the New Car Break-In section of this guide.

### **Service Assistance**

Your Ford and Lincoln/Mercury dealers want you to be completely satisfied with your new car. But, if you feel that you require service assistance beyond that which your dealer is able to provide, the Ford Motor Company District or Regional Office in your area will be pleased to work with you and your dealer. We have offices set up throughout the United States and Canada to help resolve any service questions you may have. For more information about the function of these district and regional offices and the address of the office in your area, see the District Office Assistance section in the back of this guide. When we say we want you to be 100% satisfied, we mean it!

## **How to Use This Guide**

Each year Ford introduces new features designed to increase your driving pleasure. This Owner's Guide will familiarize you with these improvements as well as other important facts you should know about your car. Read this guide from cover to cover carefully and follow its recommendations to help assure enjoyable and trouble-free operation.

Become familiar with the various instruments and controls. Know how to use your vehicle properly. Learn the technique for breaking in your car and economy driving. This guide also includes sections on maintaining the appearance of your new car and the services that are needed to keep it in excellent running condition. In the back of the guide there are some convenient forms for do-it-yourself mechanics to order car shop manuals.

After reading this Owner's Guide be sure to keep it in your car as a ready reference when you need it. See your authorized dealer for any further information. He'll be glad to answer any questions you may have about operating the equipment on your car.



## **INTRODUCTION**

### **Warranties**

The warranties covering your new car are an integral part of your purchase order. Information about the warranties can be found in the Warranty Facts Booklet and under Emissions Systems in the General Warranty and Maintenance section of this guide. Read this information carefully.

### **Car Identification Plate**

The official vehicle identification number for registration and title purposes is stamped on a metal tag that is fastened to the instrument panel. It is on the driver's side, close to the windshield, and visible from outside the car.

You'll also find this number, along with some other important identifying information, on the Vehicle Certification Label, which is attached to the rear face of the driver's door on four-door models and to the left door lock pillar on two-door models. The certification label is made of special material to guard against altering it. If it is tampered with or removed, it will be destroyed or the word VOID will appear.

If you ever find it necessary to correspond with the Ford Motor Company about your car, please include the 11-digit vehicle identification number.

### **Notice**

The description and specifications contained in this guide were in effect at the time the book was approved for printing. The Ford Companies reserve the right to discontinue models at any time, or to change specifications or design, without notice and without incurring obligation. The equipment described within this guide may not be identified as either standard or optional.

## **SCHEDULED MAINTENANCE SERVICES**

Three maintenance schedules are specified for 1977 passenger cars. They are identified by the letters A, B, and C. The schedule which applies to your vehicle is identified by a decal on the glove box door which displays either an A, B, or C, as applicable. This information also appears on the Vehicle Emission Control Information decal, which is located on or near the engine.

A special decal has been placed on or near your engine to provide engine identification by displacement as well as certain engine tune-up specifications and adjustments. Other specifications for maintenance service adjustments are published in the 1977 Car Service Specifications Manual. For a copy of this manual, refer to the service literature order form at the back of this guide.

## SCHEDULED MAINTENANCE SERVICES

The following charts detail the maintenance services which must be performed at the indicated intervals, following the procedures in the 1977 Car Shop Manual. Maintenance service adjustments **MUST CONFORM TO SPECIFICATIONS** contained in this shop manual, those published in the 1977 Car Service Specifications Manual, and those shown on the decal with the heading "Vehicle Emission Control Information" which is located in the engine compartment. These car maintenance services are not covered by the warranty, and the customer will be charged for labor, parts, and lubricants used:

<b>MAINTENANCE SCHEDULES</b> A and B (Schedules A and B have been combined into one chart. Follow the schedule which corresponds to your car's code letter.)  <b>MAINTENANCE OPERATION</b>	<b>SERVICE INTERVAL — TIME IN MONTHS OR MILES (OR KILOMETRES) IN THOUSANDS, WHICHEVER OCCURS FIRST, UNLESS OTHERWISE SPECIFIED.</b>					
	7.5	15	22.5	30	37.5	45
MONTHS/MILES	12	24	36	48	60	72
KILOMETRES						
<b>EMISSION CONTROL DEVICES AND SYSTEMS</b>						
Change Engine Oil (1, 2)	AB	AB	AB	AB	AB	AB
Replace Engine Oil Filter (1, 2)	AB		AB		AB	
Replace Spark Plugs* (2)			A	B		A
Check Coolant Condition & Protection (3)	<b>ANNUALLY</b>					
Replace Coolant (4)						AB
Checking Cooling Sys., Hoses, & Clamps (5)						AB
Check Drive Belt Tension	B		A	B		A
Replace PCV Valve if specified on engine decal. All others not required. (6)			A	B		
Check Idle Fuel Mixture* after PCV Valve replacement if artificial enrichment specifications are given on engine decal; all others not required.			A	B		
Check Fast Idle Speed (adjust as required)	AB					
Check Curb Idle Speed* (adjust as required)	AB		A	B		
Check "TSP" Off-Speed (adjust as required)	AB					
Check Choke System			A	B		A
Replace Carburetor Air Cleaner Element (7)				AB		
Replace Crankcase Filter In Air Cleaner (7)				AB		
Check Air Cleaner Temperature Control				B		A
Check Thermactor Delay Valve (if so equipped)			A	B		A
Inspect Fuel Vapor System				B		A
Check Ignition Initial Timing* (adjust as required)	AB					
<b>OTHER SYSTEMS</b>						
Inspect exhaust system heat shields (8)			AB			AB
Inspect brake lining, lines, hoses, and front wheel bearing lube (9)				AB		



## SCHEDULED MAINTENANCE SERVICES

MAINTENANCE SCHEDULES A and B (Continued)		SERVICE INTERVAL — TIME IN MONTHS OR MILES (OR KILO- METRES) IN THOUSANDS, WHICH- EVER OCCURS FIRST, UNLESS OTHERWISE SPECIFIED.					
MAINTENANCE OPERATION							
MONTHS/MILES		7.5	15	22.5	30	37.5	45
KILOMETRES		12	24	36	48	60	72
Lubricate front suspension, steering linkage, and pitman arm					AB		
Check brake master cylinder fluid level					AB		
Drain and refill automatic transmission fluid — severe or continuous service only				AB			AB
Adjust automatic transmission bands — severe service only		AB	AB		AB		AB

### NOTES

\* Refer to the Vehicle Emission Control decal for specification.

- ENGINE OIL AND FILTER:** Change oil every 7,500 miles (12,000 kilometres) or 6 months, whichever occurs first. Replace oil filter at first oil change and at alternate oil changes thereafter.
- SEVERE SERVICE OPERATION:** When operating your vehicle under any of the following conditions, change engine oil every 3 months or 3,000 miles (4,800 kilometres), whichever occurs first and replace oil filter at alternate oil changes. Check, clean, and regap spark plugs every 6,000 miles (9,600 kilometres).
  - Extended periods of idling or low speed operation such as police, taxi, or door-to-door delivery.
  - Towing trailers over 2,000 lbs. (907 kg) gross loaded weight for long distances.
  - Operation when outside temperature remains below +10°F (-13 degrees C) for 60 days or more and when most trips are less than 10 miles (16 kilometres).
  - Operation in severe dust conditions.
- If coolant is dirty or rusty in appearance, the system should be drained, cleaned and refilled with the prescribed solution of cooling system fluid and water. Use only a permanent type coolant that meets Ford Specification ESE-M97B18-C.
- Replace coolant every 3 years or at the specified mileage, whichever occurs first.
- Check coolant system, hoses, and clamps every 3 years or at the specified mileage, whichever occurs first.
- Refer to the Vehicle Emission Control Information decal for correct PCV Valve usage.
- More often if operated in severe dust conditions.
- If so equipped.
  - Remove accumulated debris and inspect shield and attachment, or replace shield as required. Perform every 10,000 miles (16,000 kilometres) for severe service usage over unpaved roadways or off road applications.
- Adjust, repair, or replace as required.

Inspect means a visual observation of a system.

Check means a functional measurement of a system's operation (performance) — correct as required.

# SCHEDULED MAINTENANCE SERVICES

MAINTENANCE SCHEDULE C		SERVICE INTERVAL — TIME IN MONTHS OR MILES (OR KILOMETRES) IN THOUSANDS, WHICHEVER OCCURS FIRST, UNLESS OTHERWISE SPECIFIED.							
MAINTENANCE OPERATION		6	12	18	24	30	36	42	48
MILES		9.6	19.2	28.8	38.4	48	57.6	67.2	76.8
KILOMETRES									
EMISSION CONTROL DEVICES AND SYSTEMS									
Change Engine Oil (1, 2)		SEE NOTES							
Replace Engine Oil Filter (1, 2)		SEE NOTES							
Replace All Spark Plugs* (with Use of Low Lead or Unleaded Fuel) (2, 3)			C				C		
Replace All Spark Plugs* (with use of Leaded Fuel) (2, 3)		C		C		C		C	
Lube & Free-Up Exhaust Control Valve (if so equipped) at Each Oil Change (1, 2)		SEE NOTES							
Adjust Idle Fuel Mixture* (All)	C			C					
Adjust Fast Idle Speed (All)	C			C					
Adjust Curb Idle Speed* and TSP Off-Speed (All)	C			C					
Torque Intake Manifold Bolts and Nuts (All)			C						
Replace Crankcase Emission Filter in Air Cleaner (5)				C					C
Check Carburetor Air Cleaner Element (5)		C				C			
Replace Carburetor Air Cleaner Element (5)				C					C
Inspect Fuel Vapor Emission Control System (Hoses, Vapor Lines, and Fuel Tank Filler Cap) (4)				C					C
Adjust Initial Ignition Timing*			C			C			
Inspect Spark Plug Wires (with Use of Low Lead or Unleaded Fuel)			C			C			
Inspect Spark Plug Wires (with Use of Leaded Fuel)		C		C		C		C	
Check Spark Control Systems & Delay Valve (6)		C		C		C		C	
Replace PCV Valve				C					C
Clean PCV System, Hoses and Tubes (4)				C					C
Check PCV System, Hoses and Tubes (6)		C				C			
Check Air Cleaner Temperature Control and Delay Valve (6)		C		C		C			C
Check Thermactor System (if so equipped) (6)				C					C
Check Carburetor Throttle and Choke Linkage, Delay Valve, and Air Valve (All) (4)	C			C					
Replace Fuel System Filter	C								
Check EGR System and Delay Valve (4, 6, 7)		C		C		C			C
Check Coolant Condition and Protection (8)		C		C		C			C
Replace Cooling System Fluid (9)						C			



## SCHEDULED MAINTENANCE SERVICES

MAINTENANCE SCHEDULE C (Continued)	SERVICE INTERVAL — TIME IN MONTHS OR MILES (OR KILOMETRES) IN THOU- SANDS, WHICHEVER OCCURS FIRST, UNLESS OTHERWISE SPECIFIED.							
	MAINTENANCE OPERATION							
MILES	6	12	18	24	30	36	42	48
KILOMETRES	9.6	19.2	28.8	38.4	48	57.6	67.2	76.8
Check Cooling System Hoses and Clamps				C				C
Inspect All Drive Belts (Check Tension at 6,000 Miles) (4)	C	C		C		C		C
Inspect Distributor Cap and Rotor (4)			C			C		
Inspect Evaporative Emission Canister (All) (4)				C				C
OTHER SYSTEMS								
Check Brake Master Cylinder					C			
Inspect Exhaust System Shields(10)			C			C		
Inspect Brake Lines and Linings and Front Wheel Bearings					C			
Lubricate Front Suspension and Steering Linkage						C		
Drain and Refill Automatic Transmission Fluid (Severe or continuous service only)(11)			C			C		

### NOTES

\* Refer to Vehicle Emission Control decal for specification.

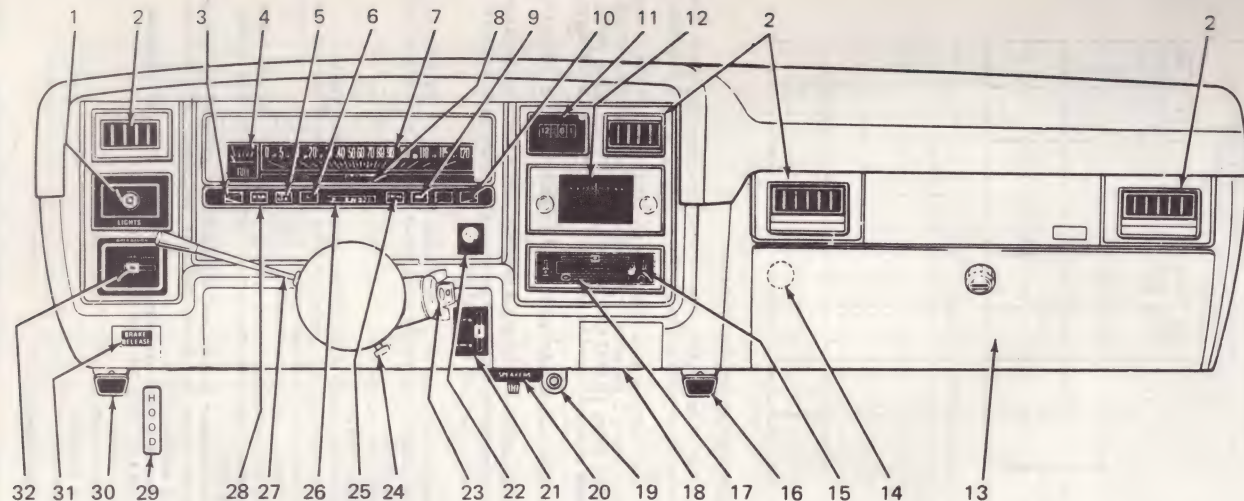
- Normal oil change is at every 6,000 miles (9,600 kilometres) or 4 months, whichever occurs first. Oil filter change is at first 6,000 miles (9,600 kilometres) or 4 months, and at alternate oil changes thereafter.
- SEVERE SERVICE OPERATION: When operating your car under any of the following conditions, change engine oil every 2 months or 3,000 miles (4,800 kilometres) and oil filter every 4 months or 6,000 miles (9,600 kilometres). Check spark plug wires, and clean and regap spark plugs every 4 months or 6,000 miles (9,600 kilometres) whichever comes first.
  - Extended period of idling or low-speed operation such as police, taxi or door-to-door delivery service.
  - Towing trailers over 2,000 pounds (907 kg) gross loaded weight for long distances.
  - Outside temperature remains below +10°F (-13 degrees C) for 60 days or more and most trips are less than 10 miles (16 kilometres).
  - In severe dust conditions.
- If replacement is not performed at 12,000 or 18,000 mile (19,200 or 28,800 kilometres) intervals as appropriate, replace complete plug set at time of plug malfunction.
- Adjust, repair or replace as required.
- More often if operated in severe dust conditions.
- Check for function and replace as required.
- Clean exhaust passages in EGR valve, carburetor spacer, and intake manifold.
- If coolant is dirty or rusty in appearance, the system should be drained, cleaned and refilled with the prescribed solution of cooling system fluid and water. Use only a permanent type coolant that meets Ford Specification ESE-M97B18-C.
- Drain and flush cooling system and replace cooling system fluid every 36,000 miles (57,600 kilometres) or 36 months. Use only permanent type coolant that meets Ford Specification ESE-M97B18-C.
- Remove accumulated debris and inspect shields and attachments. (Repair or replace as required.) Perform each 6,000 miles (9,600 kilometres) for severe service usage over unpaved roads or off-road application.
- For severe service or taxi and police use adjust bands at 6,000; 12,000; 30,000; and 48,000 miles (9,600; 19,200; 48,000; and 76,800 kilometres).

### EMISSION SYSTEM ABBREVIATIONS

PCV — Positive Crankcase Ventilation System  
 EGR — Exhaust Gas Recirculating System  
 TSP — Throttle Solenoid Positioner

Inspect means a visual observation of a system.

Check means a functional measurement of a system's operation (performance) — correct as required.



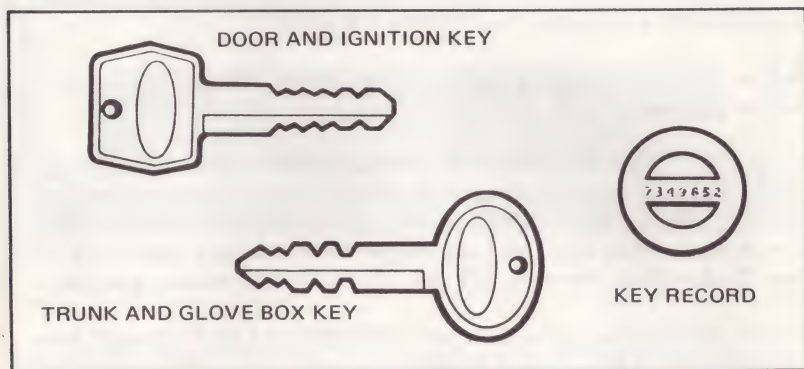
- |  |   |  |
|--|---|--|
| 1. Headlight Switch                          | 14. Concealed Remote Control Trunk Release (Optional)                 | 24. Hazard Flasher Switch  |
| 2. Panel Air Register                        | 15. Electric Defogger Switch (Optional)                               | 25. Engine Warning Light   |
| 3. Left Turn Indicator Light                 | 16. Right Hand Vent Control   | 26. Transmission Selector Indicator                                  |
| 4. Fuel Gauge                                | 17. Heater, A/C (Optional), or ATC (Optional) Control Panel           | 27. Turn Signal Lever and Optional Tilt Steering Wheel Release Lever |
| 5. Fasten Seat Belt Light                    | 18. Ashtray   | 28. High Beam Indicator Light  |
| 6. Alternator Warning Light                  | 19. Cigar Lighter   | 29. Hood Release Handle  |
| 7. Speedometer (mph/km/h)                    | 20. AM Radio Speaker Balance Control (Optional)                       | 30. Left Hand Vent Control   |
| 8. Odometer (miles)                          | 21. Station Wagon Rear Window Switch                                  | 31. Parking Brake Release Handle                                     |
| 9. Brake System Warning Light                | 22. Right Hand Outside Rear View Mirror Adjustment Control (Optional) | 32. Windshield Wiper-Washer Control                                  |
| 10. Right Turn Indicator Light               | 23. Ignition Lock Cylinder  |  |
| 11. Digital or Conventional Clock (Optional) |   |  |
| 12. Radio (Optional)                         |   |  |
| 13. Glove Box                                |   |  |



## INSTRUMENTS AND CONTROLS

### Keys and Key Records

Your new car is equipped with a reversible key locking system. The key with the square head is your ignition lock cylinder key. It also unlocks the car doors, and on station wagons, unlocks the tailgate. The key with the round head locks and unlocks your trunk, glove box, rear floor stowage compartment, and the quarter trim panel compartment. Both keys can be inserted up or down.

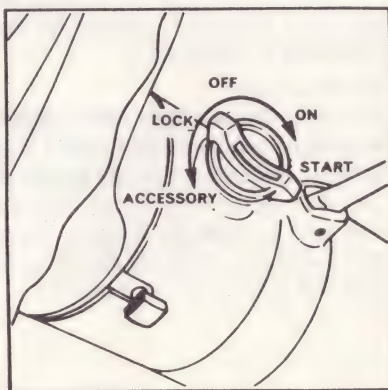


When your dealer hands you the keys to your new car, you'll notice that the ring attached to the key set has numbers stamped on it. These numbers are your key identification numbers. If you should lose your keys, the ring will enable your dealer or locksmith to replace them more easily. Detach the ring and store it in a safe place like your wallet or purse.

### Ignition Lock Cylinder

The ignition lock cylinder on your car has five positions as shown in the drawing. Make sure you understand the function of each position before you turn the key.

Your reversible key can only be removed when the ignition lock cylinder is in the LOCK position. In the LOCK position, the steering wheel and the transmission controls are locked. Never reach through the steering wheel to turn the key.



## **INSTRUMENTS AND CONTROLS**

In the OFF position, the steering wheel can be turned and the transmission is unlocked. After the engine has been started, the OFF position can be used to shut the engine down without locking the steering column or the transmission.

After you have adjusted your lap-shoulder belts and mirrors, turn the key to the ON position. Your purpose in turning to ON is to supply electrical current to the vehicle electrical system so you can check the various warning lights and gauges as outlined in this guide.

Before starting the engine, make sure you read the Starting the Engine section under Getting to Know Your Car.

When you're ready to start your engine, make sure the shift lever is in P (PARK) or N (NEUTRAL) and turn the key to the START position. In START, there are more warning system lights you should check before the car starts. While in START, the engine will crank until you release the key. The key then returns to ON, which is the normal running position.

Before you turn the key to ACC (ACCESSORY) or LOCK, the shift lever must be in P (PARK). In ACC, you can use most of the electrical equipment on your car with the ignition circuit off.

### **Ignition Buzzer**

To remove the ignition lock cylinder key after driving, the ignition lock cylinder must be in the LOCK position. A warning buzzer sounds if you open the driver's door with the key still in the ignition lock cylinder.

## **Warning Indicators**

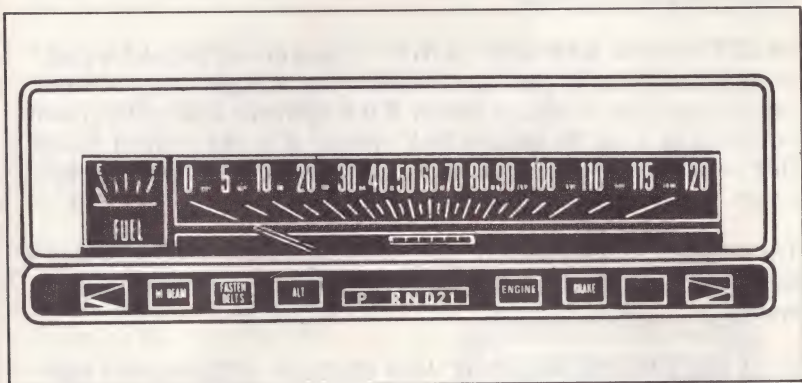
### **Warning Lights**

The following is a description of the various warning lights which are located on the instrument panel of your car. The following lights should all glow when you turn the ignition lock cylinder key to the ON position and the engine isn't running. This indicates that the electrical circuits are functioning properly. If any of these warning lights does not glow with the ignition lock cylinder in the ON position, have your car's electrical system checked as soon as possible.



## INSTRUMENTS AND CONTROLS

**ALTERNATOR WARNING LIGHT** — If your car's alternator warning light (ALT) steadily glows red when the engine is running, it indicates that the electrical system is malfunctioning and should be checked as soon as possible.



**ENGINE WARNING LIGHT** — This warning light (ENGINE) glows with the ignition lock cylinder switch in ON and START before the engine is running and it glows if the engine overheats or if there is a loss of pressure in the oil system while the engine is running. It is normal for the light to flicker at idle speed or during sudden stops; however, if the warning light comes on continuously when the engine is running, pull off of the road and then stop the engine immediately to prevent severe engine damage. Check the oil level and add oil if necessary. Refer to the coolant service instructions in this guide before restarting the engine. If the light continues to glow, do not drive the vehicle.

If the car overheats while the engine is idling, the engine speed automatically increases. The higher engine speed results in a higher fan speed which reduces engine temperature. When the engine cools down, the idle speed returns to its normal setting.

## INSTRUMENTS AND CONTROLS

The following warning light should momentarily glow when the ignition lock cylinder switch is in the **START** position and the engine is not running. If it does not light up in the **START** position, it indicates a malfunction in your car's electrical circuits. Have the electrical system checked as soon as possible

**BRAKE SYSTEM WARNING LIGHT** — A dual master cylinder is used in the brake system of your car. The brake warning light will glow when the parking brake is engaged and/or if the hydraulic dual brake system malfunctions when the ignition lock cylinder is in any position except **OFF** or **LOCK**. Have the brake system checked immediately if the light comes on when you apply the brakes.

The following warning lights do not have an ignition lock cylinder switch test circuit and only glow when a warning is required for the particular system.

**SEAT BELT WARNING LIGHT AND BUZZER** — This warning light glows for approximately eight seconds after the ignition lock cylinder is turned to the **ON** position regardless of seat belt usage. The seat belt warning buzzer will sound for the same period if the driver's belt is not in use.

**HEADLIGHTS ON WARNING BUZZER** — This warning buzzer sounds if you open the driver's door while the headlights are on.

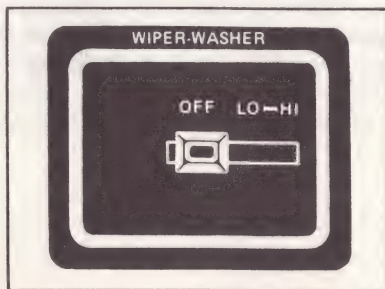
### Warning Gauge

**FUEL GAUGE** — The fuel gauge (**FUEL**) indicates approximately how much gasoline is in the tank, and operates whenever the ignition lock cylinder key is in the **ON** or **ACC** positions.

## Windshield Wipers and Washers

### Two-Speed Windshield Wipers

To turn on the two-speed wipers slide the **WIPER-WASHER** control lever from left to right. The first position is low speed; the second is high speed.





## INSTRUMENTS AND CONTROLS

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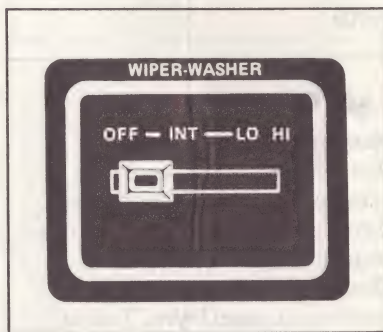
**CAUTION** — Do not manually move the wiper arms across the windshield, or you will damage the wiper arms and pivots.

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**WINDSHIELD WASHERS** — To use the washers, push in the control lever. The wipers will start up on low speed as the spray begins. For a constant spray, keep the control lever pressed in. When you release the lever, the washers will stop and the wipers will remain on low speed. When the windshield is wiped clean, slide the control lever off (right to left).

### **Interval Windshield Wipers**

To use this optional wiper system, move the WIPER-WASHER control lever to the right. The INT position is for operating the wipers at intervals; LO and HI positions are for constant wiping speeds. In the INT range, the wipers will complete a cycle, and then pause before the next cycle. By moving the control lever left to right, the length of pause is decreased.



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**CAUTION** — Do not manually move the wiper arms across the windshield or you will damage the wiper arms or pivots.

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**WINDSHIELD WASHERS** — To use the windshield washers, press the WIPER-WASHER control lever. In the INT range the washers spray and the wipers operate at low speed. When you release the lever the washers stop and the wipers revert to interval operation. If you press the lever while in the OFF position, the washers start, the control lever will move slightly into the INT range, and the wipers operate at low speed. When you release the lever, the washers stop and the wipers revert to interval operation. Move the control lever to OFF to turn off the wipers.

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**CAUTION** — Do not operate the windshield washer system when the reservoir solvent is low.

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## INSTRUMENTS AND CONTROLS

### Windshield Washer Reservoir

Periodically check the fluid level in the reservoir located in the engine compartment. When it is below half full, fill the reservoir with a solution of water and windshield washer solvent. In addition to removing grime, most windshield washer solvents contain antifreeze to reduce the freezing point of the solution, when used according to directions. However, don't use the washers in freezing weather without first warming the windshield with the defrosters. Otherwise, the washer solution might freeze on the windshield and obscure your vision. Ford Ultra-Clear Windshield Washer Solution is recommended for year around use.

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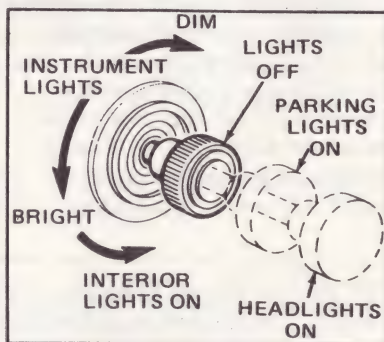
**CAUTION** — Be careful not to add radiator coolant to the windshield washer bottle, or windshield washer fluid to the cooling system plastic bottle.

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### Light Controls

#### Headlight Dome Switch

Pull the light switch knob out to turn on the parking lights, headlights, taillights, and the instrument panel lights. Turn the knob clockwise to dim or turn off the instrument panel lights. Turn it counterclockwise to brighten instrument panel lights or turn on the dome light and other courtesy lights.



#### High Beam Switch

Your high beam switch is located on the toeboard next to the parking brake pedal. Press it with your left foot to turn on your high beam (bright) headlights; press it again to turn them off. When your high beam lights are on, the high beam indicator light glows on the instrument panel.

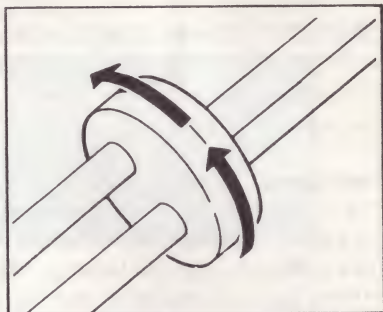
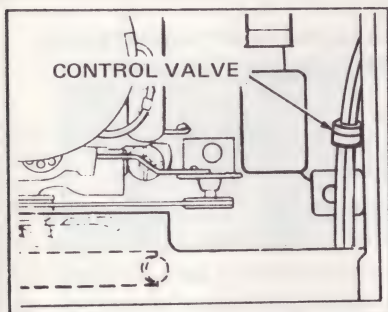
#### Headlight Doors

On models equipped with headlight doors, the covers raise automatically when you pull the light switch out to turn on the headlights.



## INSTRUMENTS AND CONTROLS

**NOTE** — If the engine hasn't been running for a while, the headlight doors may open by themselves. The doors will close automatically, however, once you start the engine, provided the headlight switch is off.

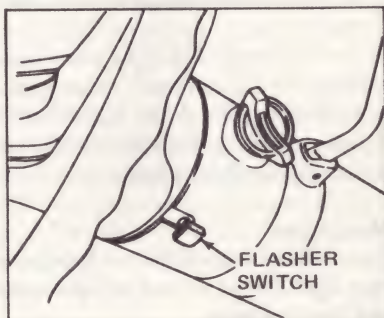


If your headlight doors don't open automatically after you've pulled the light switch out, you can open them manually with the control valve located on the left fender apron near the vacuum reservoir. To operate the manual control valve, lift the hood of your car and rotate the rear half of the valve 90 degrees counterclockwise. When the valve is in this position, the hoses leading from the rear of the valve should be perpendicular to the front hoses. After this adjustment, your headlight doors should open. If necessary, you can also open your headlight doors by pulling off the two hoses from the headlight motors. The hoses are located under each fender just behind the bumper. If you must open your headlight doors using either of the methods, have the automatic mechanism serviced by your dealer as soon as possible.

Remember to always raise your headlight doors when washing your car so your headlights will be clean for safer night-time driving.

### Hazard Flasher

The hazard flasher system provides added safety during emergency parking or when unusual circumstances force you to drive so slowly that your car might be a hazard to other traffic. When you turn on your flasher, it serves as a warning to other drivers to exercise extreme caution in approaching, overtaking, or passing your car.



## INSTRUMENTS AND CONTROLS

The flasher switch is located on the steering column below the ignition lock cylinder. Pull the switch out to start the flashers; press in on the switch to stop the flashing action.

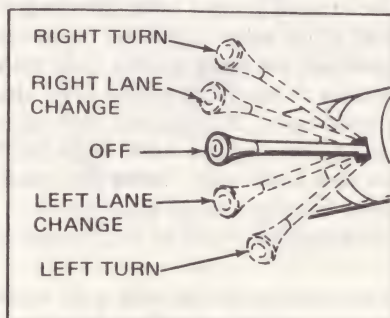
**CAUTION** – Care must be taken when using the hazard warning system while moving on the highway. Such operation may be prohibited in certain areas.

### Turn Signals

The turn signal lever is on the left side of the steering column. To signal for a left turn, push the lever down until it is held in position. To signal for a right turn, pull the lever up. When you signal for a turn, the front parking light, the taillight, and the indicator light on the instrument panel will flash on and off on the left or right side of your car. If your car is equipped with front cornering lights, when you signal a turn, the light on the side you are indicating the turn will light up and stay on until the turn signal lever returns to the center position (off).

The lever will return to the center position (turn signals off) automatically once you complete your turn, unless the turn is very shallow. If the indicator continues to flash after making a turn, manually return the lever to center position. When you want to change lanes, you can flash your turn indicators without putting the lever in the “hold” position by moving the lever either up or down until the indicator flashes.

When you release the lever it will return to the center position.



If the turn indicator light on the instrument panel does not flash or remains on continuously when you signal a turn, the signaling system is malfunctioning. Have this condition corrected as soon as possible, making sure in the meantime that you use the accepted hand signals to indicate your driving intentions.

### Map Lights

The optional map lights are located on each side of the dome light. Each map light can be turned on by a switch located between the dome light and the map light.

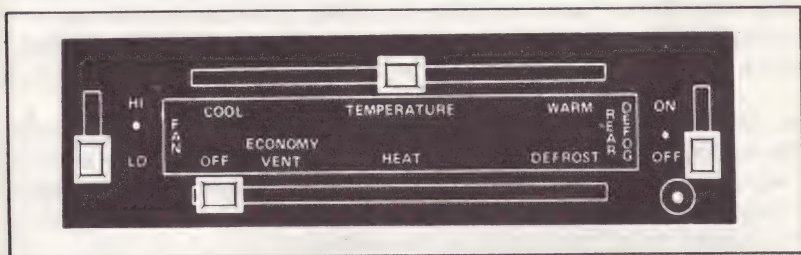


## INSTRUMENTS AND CONTROLS

### Climate Control

#### Heater System

**VENTILATION** — Your car can be ventilated by two methods — the cowl vent system or the power vent system.



To use the cowl vent, move the temperature control (upper) lever to COOL, and the function control (lower) lever to OFF. Pull out the air vent control knobs to open the vents for the amount of air desired. These air vents are not furnished on cars equipped with air conditioning.

To use the power vent for ventilation, move the temperature control lever to COOL, and the function control lever to ECONOMY VENT. As you move the function control lever away from OFF, the fan will automatically start. Use the separate fan switch to set the desired fan speed, and adjust the registers at both ends of the instrument panel to direct the air flow.

For maximum heater and defroster performance, the right and left vent knobs must be pushed in to close the vents.

**HEATING** — To heat the car, move the temperature control lever to WARM, and the function control lever to HEAT. The fan will automatically come on when the heater selector lever is moved from OFF. Set the fan switch to the desired fan speed, and as the car warms, adjust the temperature control lever to a comfortable position.

**DEFROSTING AND DEFOGGING** — To defrost the windshield, move the temperature control lever between COOL and WARM, and move the function lever to HEAT. Set the fan switch to the highest speed and run the system for approximately 30 seconds. This will reduce chances of fog forming on the inside of the windshield. After the 30 seconds, move the function lever to DEFROST, the temperature control lever to WARM, and all the air flow will be directed toward the windshield.

## INSTRUMENTS AND CONTROLS

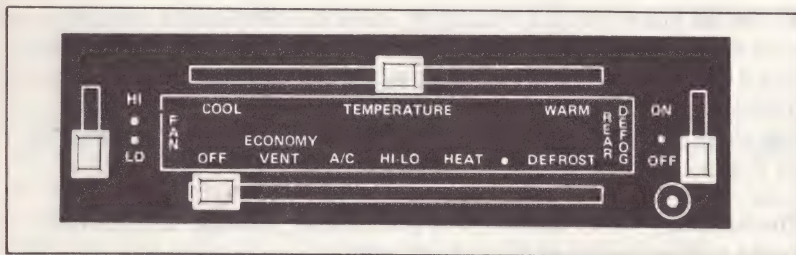
You can split the air flow between the defrosters and the floor ducts by setting the function control lever at a position between HEAT and DEFROST.

**HEATING AND DEFROSTING TIPS** — You can improve heater and defroster efficiency and reduce the possibility of fog forming on the inside of your windshield by removing any snow or ice from the air intake below the windshield on the outside of the car.

### Air Conditioning System (Manual Control)

The optional manual control air conditioner in your car has two slide controls on the instrument panel. The temperature control (upper) lever regulates the air temperature entering your car, and also selects inside recirculated air or fresh outside air for cooling.

The function control (lower) lever selects where the air is to be directed; through the instrument panel registers, floor ducts, or the defroster ducts. This lever also controls the on-off operation of the fan. The separate fan switch is used to select the fan speed.



**COOLING** — Cooled air is directed through the car by registers in the instrument panel. You can direct the air flow in any direction by rotating the register and adjusting the louvers. You can also close the louvers entirely to block most of the air flow from the register.

To cool your car in moderately warm temperatures, move the function control lever to ECONOMY VENT. In ECONOMY VENT the compressor is not running. Outside air will flow through the registers. If more cooling is desired, move the function control lever to A/C.



## INSTRUMENTS AND CONTROLS

To cool your car in warm temperatures, move the function control lever to A/C, and the temperature control lever to COOL. This will recirculate air in the car for quickest cooling. Set the fan switch to the desired speed. After the car has cooled, adjust the temperature control lever to obtain the most comfortable temperature, and set the fan switch for desired air flow. If you move the temperature control lever about an inch to the right of COOL, refrigerated outside air will be directed into the car rather than recirculated air.

During operation with the function control lever in A/C, it is normal for frost to build up on the air conditioner lines and components in the engine compartment. Since the air conditioner removes moisture from the air during operation, it is normal if water drips on the pavement under the air conditioner after you have stopped your car.

**AIR CONDITIONING TIPS** — If your car has been parked with the windows closed during hot weather (especially under a direct sun), the air conditioner will do a much faster job of cooling if you drive for two or three minutes with all the windows open. This forces most of the warm air out of the car. Then, close the windows and operate the air conditioner in the regular way.

When stopped in traffic for long periods of time in hot weather, place the automatic transmission lever in P (PARK) to increase the engine idle speed. This aids in engine cooling and air conditioner efficiency.

**HEATING** — To heat your car, move the temperature control lever to WARM, and the function control lever to either HEAT or HI-LO. The HEAT position directs air through the floor ducts, with a small amount going through the defrosters. The HI-LO position directs air through both the floor ducts and the instrument panel registers. Set the fan switch to the desired speed for the required amount of air flow, and as the car warms, adjust the temperature control lever for maximum comfort.

**DEFROSTING AND DEFOGGING** — To defrost the windshield, move the temperature control lever between COOL and WARM, and move the function control lever to HEAT. Set the fan switch to the highest speed and run the system for approximately 30 seconds. This will reduce chances of fog forming on the inside of the windshield. After the 30 seconds, move the function control lever to DEFROST, the temperature control lever to WARM, and all the air flow will be directed toward the windshield. You can split the air flow between the defrosters and the floor ducts by setting the function control lever at a position between HEAT and DEFROST.

## INSTRUMENTS AND CONTROLS

You can use the air conditioning system to help defog the side windows in mild weather. Set the temperature control lever to COOL, the function control lever to A/C, and the fan switch to a high speed. Rotate the instrument panel registers to direct the air flow towards the windows.

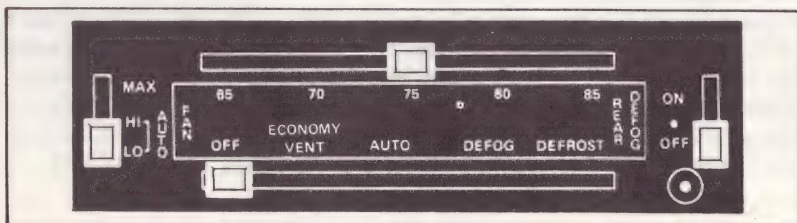
**HEATING AND DEFROSTING TIPS** — You can improve heater and defroster efficiency and reduce the chances of fog forming on the inside of the windshield by removing any snow or ice from the air intake below the windshield on the outside of the car.

### Automatic Temperature Control (ATC) System

The optional automatic temperature control system in your car has the heating and air conditioning built into an integral unit. This unit automatically produces and maintains the temperature you select inside the car. It also dehumidifies (dries) the air when it is operating on a cooling cycle.

This unit has two control levers located on the instrument panel. The temperature control (upper) lever regulates the air temperature entering your car. The function control (lower) lever selects where the air is to be directed: through the instrument panel registers or split between panel registers and floor ducts in ECONOMY VENT, automatically selected and divided between the panel registers and floor ducts in AUTO, split between the defrosters and floor ducts in DEFOG, or through the defrosters only in DEFROST. This lever also controls the on-off operation of the fan.

A separate fan switch selects one of two automatic speed ranges; a high and low range, and a maximum fan speed. There are eight fan speeds used to maintain automatic temperature control. LO has four low speed ranges, which are generally used when the outside air temperature is moderate. HI provides four additional fan speeds, which might be required when the outside air is considerably colder or warmer than the temperature selected for the car interior. In both LO and HI, the best fan speed within the range for the temperature condition is selected automatically. You should use the maximum fan speed (MAX) only for extreme heating and cooling requirements.





## INSTRUMENTS AND CONTROLS

**COOLING OR HEATING** — Since this is an automatic system, you will be setting the controls to maintain a specific temperature. First, open the four adjustable registers on the instrument panel. Move the temperature control lever to the temperature desired. Set the fan switch to HI or LO, and move the function control lever to AUTO to place the system in automatic operation. Allow time for the car interior to reach the selected temperature before making any adjustments.

You can change the direction of air flow from the panel registers by tilting the registers or moving the louvers. You can also shut off the flow of air from any of the registers by closing the louvers on the registers.

In cool or cold weather, the automatic temperature control won't go on until the engine warms to about 125 degrees F (52 degrees C). At freezing, this will take about four minutes; longer if the outside temperature is below freezing.

For good fuel economy in moderate temperatures, move the function control lever to **ECONOMY VENT**. In **ECONOMY VENT**, the air conditioning compressor will not run but the air temperature will still be regulated automatically although it will not be cooled. The fan will operate automatically within the range at which the fan switch is set, and the system will direct outside air through the instrument panel registers during warm weather, or split the air between panel and floor during cool weather.

Move the temperature lever to a position that will provide a comfortable temperature.

**DEFROSTING AND DEFOGGING** — To defrost the windshield, move the temperature control lever to a warm setting, and the function control lever to **DEFROST**. The fan will go automatically to its highest speed and all the heat will be directed to the defroster outlets.

To defog the windshield, move the temperature control lever to the desired temperature, set the fan switch to HI or LO, and move the function control lever to **DEFOG**. The system will go into automatic operation with part of the air flow being directed to the defroster outlets and the rest to the heater outlets (floor ducts).

When you set the function control lever at **DEFROST** or **DEFOG**, the system will operate as soon as the engine starts, regardless of the outside or engine temperature.

If you want to defog the car windows in mild humid weather, operate the system with the function control lever in **DEFOG** or **DEFROST** for approximately 10 minutes before moving the lever to **AUTO**. This will remove the humid air from the system and reduce chances of fog forming on the windshield.

## INSTRUMENTS AND CONTROLS

**HEATING AND DEFROSTING TIPS** — You can improve heater and defroster efficiency and reduce the chances of fog forming on the inside of the windshield by removing any snow or ice from the air intake below the windshield on the outside of the car.

**AIR CONDITIONING TIPS** — If your car has been parked with the windows closed during hot weather (especially under a direct sun), the air conditioner will do a much faster job of cooling if you drive for two or three minutes with all the windows open. This forces most of the warm air out of the car. Then, close the windows and operate the air conditioner as you normally would.

When stopped in traffic for long periods of time in hot weather, place the automatic transmission lever in **P (PARK)** to increase the engine idle speed. This aids in engine cooling and air conditioner efficiency. If the engine overheats, move the function control lever to **ECONOMY VENT** to stop the compressor.

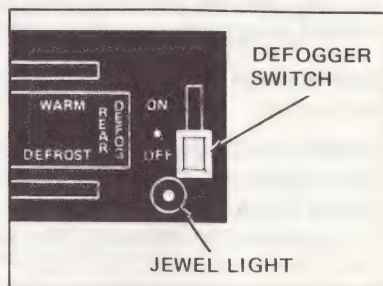
Since the air conditioner removes considerable moisture from the air during operation, it is normal if water drips on the pavement under the air conditioner drain after you have stopped your car.

### Electric Rear Window Defogger

The rear window defogger is designed to clear frost, fog, and thin ice from the interior and the exterior of the rear window. The control switch for the defogger is located on the instrument panel, near the heater controls.

To operate the defogger, first start the car engine, then push the control switch to **ON**. A jewel light

near the control switch lights up while the system is on. If there is a heavy accumulation of snow on the rear window, brush it off to aid the defogger in clearing frost from the window. The defogger will continue to operate until you either push the control switch to **OFF**, or turn off the ignition.



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**CAUTION** — Do not use scrapers, sharp instruments, or abrasive window cleaners on the internal surface of the rear window or the electrical conductors will be damaged.

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## **INSTRUMENTS AND CONTROLS**

### **Radios**

Your new radio is covered under the basic vehicle warranty. Before returning the radio to your dealer for repair . . .

**KNOW THE LIMITATIONS** — FM in the automobile is not static free. If particular stations are always noisy in the same general area of driving, then the noise must be expected, and no defect or malfunction is present in your radio. All FM radios respond about the same way in these “bad” areas. Tune to a stronger station. Experience will dictate which stations are best for your usual listening area. On trips, tuning to stronger stations will have to be more frequent on FM than on AM. Refer to the Automobile Radio Reception section of this guide for details on the limitations of FM reception, and how to obtain maximum listening enjoyment from your radio.

**KNOW THE CONTROLS** — Always “fine tune” your radio after using a push button. Even slight detuning causes unnecessary noise. Turn the tone control full counterclockwise to cut out noise. Push buttons that were set in a strong signal area may require resetting after driving to a weaker signal area. Refer to the Operating Instructions section of this guide for the proper use of your radio controls.

**KNOW THE CARTRIDGES** — Defective cartridges can cause distorted or slow sound from your stereo tape player. Use a known good cartridge to check for proper sound reproduction. Any warranty claims will be checked by your dealer using a Ford Motor Company music cartridge. Defective cartridges within their own warranty period should be returned to their source of purchase. Ford Motor Company does not warrant tape cartridges. Refer to the back of this section for tips on caring for your cartridges.

### **Automobile Radio Reception**

Although your new radio will give you outstanding mobile reception, it cannot provide the continuous reception of that enjoyed in the home radio. FM in an automobile is not static free (as it is sometimes advertised for FM home receivers). The home receiver is not limited by operating characteristics and certain geographical effects as is the mobile unit. For example . . .

**ANTENNAS AND MOBILITY** — For the best FM reception, the automobile antenna should be designed similar to a TV antenna and pointed in the direction of the station. The best AM antenna is a long piece of wire . . . the higher the wire the better the reception. However, because of design necessity, the automobile antenna is restricted in size, height, and direction and must receive both AM and FM stations. This means that comparatively less of the station’s signal reaches the car radio. In addition, the car and its radio are portable. This mobility and reduced signal pickup result in FM FLUTTER (as it would also in the “static-free” home unit if it should ever be installed in an automobile).

## INSTRUMENTS AND CONTROLS

**FM FLUTTER** — “Flutter” can best be described as repeated pops and hissing bursts heard in the speaker, during an otherwise good broadcast. Usually this condition exists while traveling in the fringe area of the station. The signal loss will become greater as you drive farther from the station, until finally noise takes over and you can no longer receive the station. FLUTTER may also be noticed near the station because of the “line-of-sight” characteristics of FM radio waves. This condition can happen when a building or large structure is between you and the station you are trying to receive. Some of the FM signal “bends” around the building, but certain spots have almost no signal. Some of these losses are only a few inches wide and if your car is parked in one of these “dead spots” you will only hear noise from the speaker. As you move out of the shadow of the structure, the station will return to normal. FLUTTER will not occur on AM, because the radio waves are much longer than FM waves.

**FM MULTI-PATH CANCELLATION** — Another effect caused by the “line-of-sight” characteristic is called CANCELLATION. This condition exists when the radio waves are reflected from objects or structures. The noise produced by CANCELLATION is similar to FLUTTER, with the addition of distortion in the program. A more familiar description of CANCELLATION is its similarity to the multiple ghosts and picture jumping that occur on television when a low flying plane passes. The same condition exists in your car, except that your car is moving and the reflecting structure is stationary. The reflected signal cancels the normal signal, causing your antenna to pick up noise and distortion. CANCELLATION effects are most prominent in metropolitan areas, but can also become quite severe in hilly terrain and depressed roadways.

**FM STRONG SIGNAL CAPTURE AND OVERLOAD** — FM CAPTURE is an unusual condition that occurs when traveling in the vicinity of a broadcast tower. If you are listening to a weak FM station, when passing the broadcast tower, a stronger station up or down the radio dial may CAPTURE the weak station. This switch to the stronger station occurs without changing the radio dial. As you pass the tower, the station may switch back and forth a few times before returning to the station that you were listening to originally. When several broadcast towers are present (common in metropolitan areas) several stations may OVERLOAD the receiver resulting in considerable station changing, mixing, and distortion. Fortunately this condition is localized and it will not harm your receiver. Some OVERLOADING or “CROSSTALK” (two stations received at the same time) may also be noticed on AM when driving near towers, but usually to a lesser degree.



## **INSTRUMENTS AND CONTROLS**

**RECEIVING AN FM STEREO STATION** — Because more information is carried in FM stereo waves than in monaural FM broadcasts, Flutter, Cancellation and Capture are even more noticeable. The FM stereo noise-free broadcast range is approximately five miles (8 kilometres) less than that appreciated with the monaural FM radio.

**OTHER INTERFERING NOISES** — Located within a few feet of your highly sensitive radio is your automobile's powerful electrical ignition system. To minimize the static produced by the high voltage of this system which otherwise might interfere with the reception of both AM and FM stations, your automobile is equipped with ignition noise suppression devices. Nevertheless a certain amount of ignition noise may be heard on FM when the station is not quite tuned. In addition, ignition noise from passing vehicles may occasionally be heard if they do not have ignition noise suppression equipment installed. These same unsuppressed vehicles may also produce interference in television sets. Very little can be done with the radio receiver to protect against this type of external interference.

### **AM and FM Comparison**

In general, AM has greater range than FM — up to several hundred miles or kilometres on clear channel stations at night. The range of AM depends on the power of the station and the time of day. Volume drops off as the station gets weaker.

FM range is limited to 20 to 25 miles (32 to 40 kilometres), except for some high power stations. Monaural FM stations have greater range than stereo FM. Range does not depend on the time of day. As the station gets weaker, volume stays about the same, but noise increases.

The ability of AM signals to bend and be reflected by the upper atmosphere (ionosphere) causes jamming of the AM band by distant stations at night, which might interfere with your favorite station.

FM signals follow "line-of-sight" paths and are not reflected by the ionosphere, therefore preventing night-time interference by distant stations.

Static on AM is caused by power lines and electric fences, particularly noticeable in rural areas where only weak stations are available. Traffic lights and electric signs can cause static. Static from thunderstorms can make AM unlistenable.

There is very little static on FM from power lines, electric signs and fences, traffic lights, or lightning.

AM fades under freeway viaducts and when on distant stations at night and in downtown areas with many tall buildings.

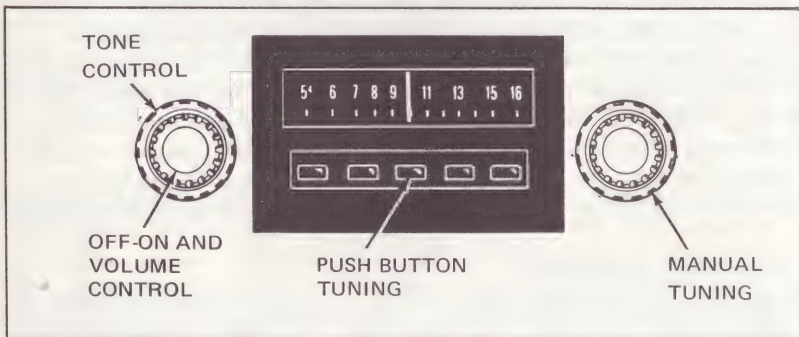
## INSTRUMENTS AND CONTROLS

No fading occurs on FM under viaducts. Fading and noise occur on distant stations. Fading is caused by reflections from buildings and hills.

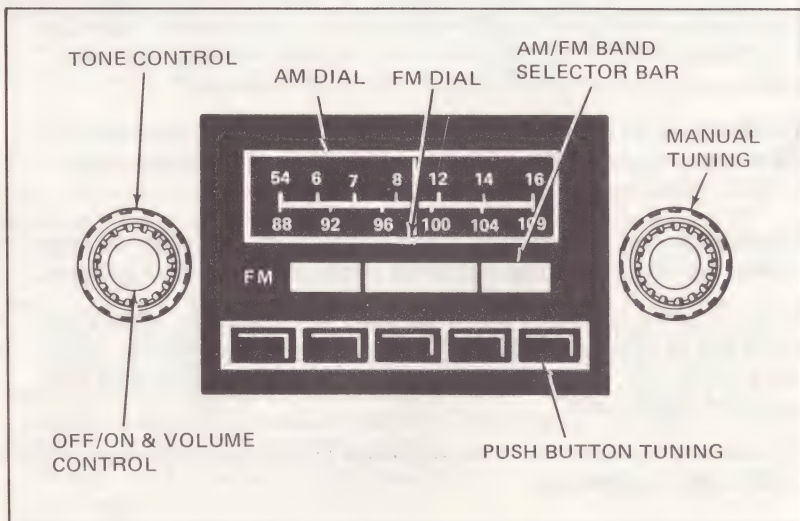
### Operating Instructions

Basically, all radios are tuned and operated in a like manner. Refer to the instructions below for detailed information regarding the specific radio you have in your car.

#### AM Radio



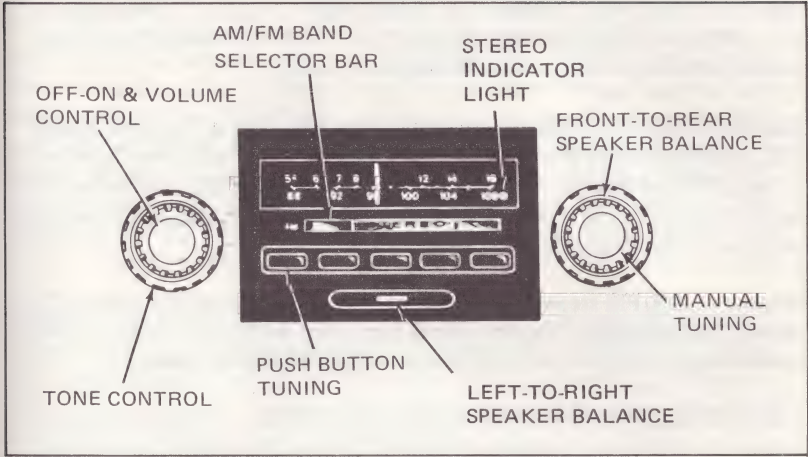
#### AM/FM Monaural Radio



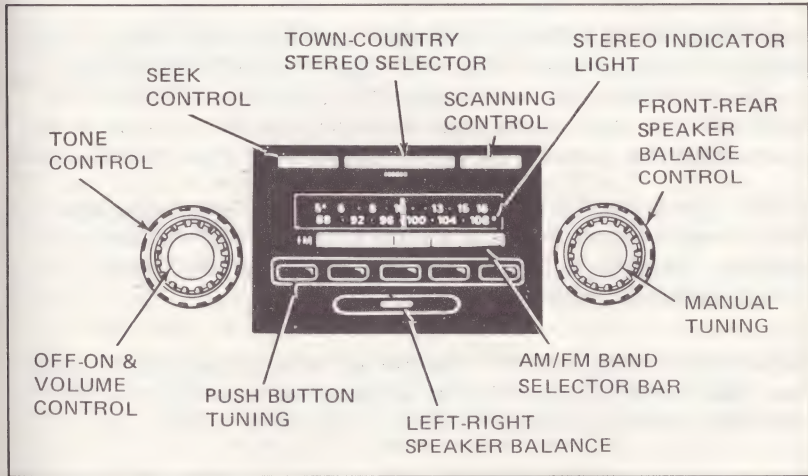


# INSTRUMENTS AND CONTROLS

## AM/FM Stereo Radio



## AM/FM Stereo Search Radio



**ON-OFF SWITCH, VOLUME CONTROL** – Turn the radio on by rotating the small knob clockwise. Continue rotating this knob clockwise to increase the volume.

## INSTRUMENTS AND CONTROLS

**TONE CONTROL** — This knob controls the tone of the radio. Turning the large knob clockwise increases the treble (voice) range and counterclockwise increases the bass (music) range. This control is normally set at the detent position to obtain the full range of sound.

**FM MULTIPLEX STEREO** — In addition to receiving AM and monaural FM, your new AM/FM stereo radio includes the additional benefit of receiving FM multiplex stereo broadcasts. Sounds originating on the left are heard through the left speakers in your car, sounds originating on the right are heard through the right speakers.

Owners of AM/FM stereo radios have complete control of the stereo effect through the left-right balance control combined with the front-rear fader control for a maximum of fully balanced stereo listening pleasure.

**LEFT-TO-RIGHT STEREO BALANCE CONTROL** — Sliding this control adjusts the left to right balance of sound. Setting the control at extreme left gives full left speakers and extreme right gives full right speakers. This control is normally set approximately at the center.

**FRONT-TO-REAR FADER CONTROL** — On models with dual rear seat speakers, rotating the large knob to the right of the radio dial in either direction distributes the sound between the front and rear speakers. Rotating this knob clockwise increases the sound from the rear speakers, and counterclockwise increases the sound from the front speakers.

**NOTE** — An external fader control is provided on the instrument panel for cars equipped with an AM or AM/FM monaural radio with dual rear speakers. Operation of this control is the same as described for the integral fader control above.

**BAND SELECTOR SWITCH** — The AM or FM band is selected by a slide bar. Slide the bar to the left for AM operation and to the right for FM operation. Use the numerals 5<sup>4</sup> to 16 for AM and 88 to 108 for FM.

**SEARCH SENSITIVITY SWITCH** — This selector switch functions in conjunction with the search tuning operation of your AM/FM Stereo Search radio. It provides flexibility and improvement to station selection by your radio, whether you are driving in rural areas where stations are weak, or in metropolitan areas where stations are strong and congested. It also allows reception of stereo only stations when it is placed in the "STEREO" position and the radio is operating on FM. When in metropolitan areas, place



## **INSTRUMENTS AND CONTROLS**

the search sensitivity switch in the "TWN" (Town) position for best AM and FM reception. Outside metropolitan areas and in weak signal and rural areas, the sensitivity switch should be placed in the "CNTRY" (Country) position for maximum number of listenable AM or FM stations. If FM stereo reception only is desired, switch the radio to FM and put the sensitivity switch in the "STEREO" position and momentarily depress either the SEEK or SCAN button. This will allow the radio to search only for FM stereo stations, by-passing all FM monaural broadcasts. ("STEREO" position will function as "CNTRY" position if the radio is on AM.) The search sensitivity switch will not function when manual tuning or push button tuning are used.

**STEREO INDICATOR LIGHT** — An amber jewel on the radio dial lens lights automatically when your radio is receiving a stereo FM broadcast. The light indicates that the radio has switched from monaural FM into stereo FM operation. The light remains off during AM and monaural FM broadcasts and during tape player operation.

**TUNING** — Station selection is controlled either by the five radio push buttons (Push Button Tuning) or the manual tuning control (Manual Tuning). On AM/FM Stereo Search radios, in addition to manual and push button tuning, station selection can also be accomplished by operating the SEEK or SCAN button (Search Tuning).

### **Manual Tuning**

**AM STATIONS** — Switch the band selector to the AM position. Rotate the manual tuning control in either direction to obtain the desired station.

**FM STATIONS** — Switch the band selector to the FM position. Rotate the manual tuning control in either direction until the desired station comes in. Carefully adjust the manual tuning control for minimum noise. Tuning an FM stereo station is more critical than tuning an FM monaural station. Care must be taken to tune to the exact center of the station to obtain proper stereo and minimum distortion and noise. When driving away from a station it may be necessary to retune the radio for minimum noise as the signal becomes weaker. When the fringe area is reached and the station can no longer be heard without excessive noise or "flutter," it is necessary to retune to a stronger station.

## **INSTRUMENTS AND CONTROLS**

### **Push Button Tuning**

Push button tuning is accomplished by firmly pressing any one of the five radio push buttons (located below the radio dial) which automatically selects the AM or FM station for which it was preset. For radios with AM/FM stereo, each push button has a dual function in that it can be set to select both an AM and an FM station, for a total of 10 stations for five buttons. For AM/FM monaural radio, only one station (either AM or FM) can be set on each button, for a total of five stations for five buttons. Always fine-tune manually on FM after using a push button. To set push buttons, proceed as follows:

Turn on the radio and allow it to warm up for about 5 minutes.

**AM STATIONS** — Switch the band selector to the AM position. Pull out any of the five push buttons to unlock its mechanism. Carefully tune in the desired AM station with the manual tuning control. Push the same button straight in until it stops, then release it. Repeat the procedure for the remaining buttons to set a different station for each button.

**FM STATIONS** — Switch the band selector to the FM position. Pull the push button to be set to unlock its mechanism. Carefully tune in the desired FM station with the manual tuning control, observing the same procedure described under "manual tuning." Push the button straight in until it stops, then release it. Repeat the procedure for the remaining buttons to set a different station for each button.

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**CAUTION** — The push buttons must all be depressed and locked before the band selector bar (or band selector buttons on tape radios) will operate.

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### **Search Tuning**

Search tuning is available only on AM/FM Stereo Search radios, and it operates in both the AM and FM modes. It allows your radio to automatically select AM or FM stations by momentarily depressing either the SEEK or SCAN button.

**SEEK TUNING** — If the SEEK button is depressed and the radio is in the AM (FM) mode, the radio will automatically select the first listenable station up the AM (FM) frequency range from the previously selected station.



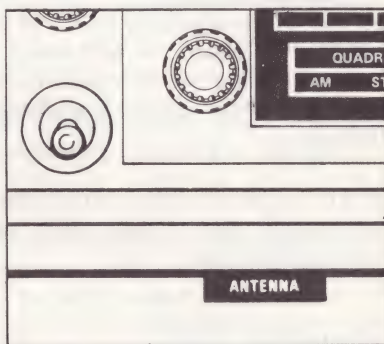
## INSTRUMENTS AND CONTROLS

**SCAN TUNING** — Momentarily depress the SCAN button and the radio will begin searching the entire AM (FM) band for all listenable stations. Unless the SCAN button is depressed again, the radio will hesitate for 8 seconds on each listenable station. Depress the SCAN button during the 8 second audition, and the radio will then remain tuned to that station. To begin scanning again, simply depress SCAN. If the SCAN button is not depressed again, the radio will continue up the AM (FM) band for the next listenable station. This search cycle repeats itself until the entire AM (FM) band is searched. When the end of the band is reached, the radio will automatically return to the beginning of the AM (FM) band and start the search operation again.

**NOTE** — In some rural areas where only very weak stations are present, air signals may not be strong enough to trigger the stop-search circuitry in your radio. Activation of the SEEK or SCAN button will cause the radio to continually search the AM (FM) band without selecting or stopping on a station. The search operation can be discontinued by turning the radio off. Turn the radio on to resume its normal operation.

### Power Antenna

The switch for operating your power antenna is located on the instrument panel below the radio. To lower the antenna, push the switch forward; to raise, pull toward you. For best reception of AM or FM, the antenna should be extended to its maximum height. You will know when it is in its full up or down position because you'll be able to hear a click.



Remember to lower the antenna when you drive into or out of a garage, car wash, or under any low hanging object.

## **INSTRUMENTS AND CONTROLS**

### **Special Instructions—Tape Player Operation**

These special instructions are for controls and functions unique to the Stereo Tape Player in combination with an AM radio or AM/FM Stereo radio. Refer to preceding pages for operation of controls common with other radios.

These combination units have one set of speakers common to both the radio and tape player portions, and use controls common to both portions of the units.

Ford stereo tape players are 8-track solid state units designed to use pre-recorded 8-track (4-program) stereophonic tape cartridges. *(Do not use 4-track cartridges.)*

Ford stereo tape player systems provide a true stereo sound, using speakers mounted on both sides of the vehicle.

When playing stereo cartridges, sounds originating on the left are heard through the left speakers and sounds originating on the right are heard through the right speakers. When using quadrasonic cartridges your tape player will automatically switch to full quadrasonic sound: four separate amplifiers surround you with sound to add a dimension not available in 2-channel stereo tape players. The quality of sound in all tape player systems is not dependent upon atmospheric conditions or man-made interferences.

**NOTE** — A tape cartridge kit is included with the purchase of any tape radio option. Contact your dealer for information on how to obtain this complimentary kit.

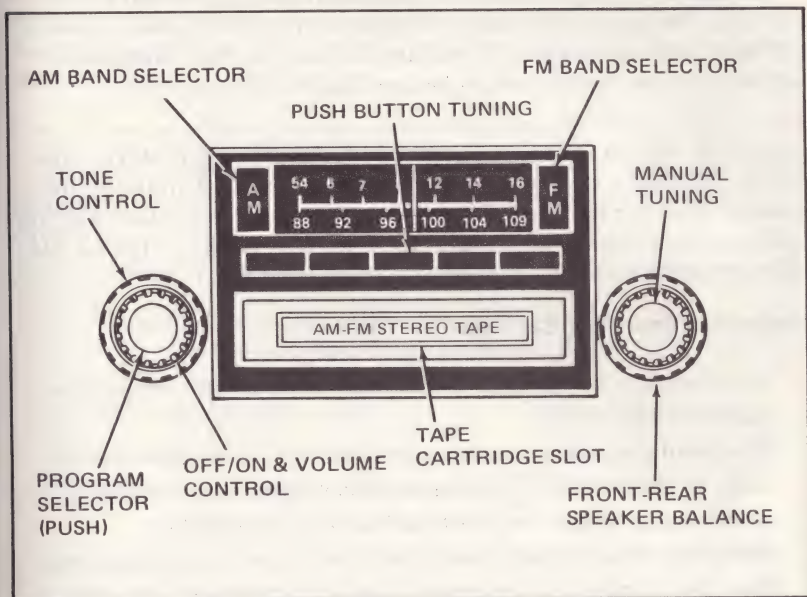
### **Operating Instructions**

**TO OPERATE THE TAPE PLAYER PORTION OF THE UNIT** — Turn the ON-OFF volume knob clockwise to turn the unit on. Select a tape cartridge and insert it — label side up and open end first — into the cartridge slot. Push the cartridge all the way into the slot until it is firmly seated and latched. Adjust the volume, tone, and balance controls as desired.



# INSTRUMENTS AND CONTROLS

## AM/FM Stereo Radio and Tape



During extremely cold weather, the unit may take a few minutes to warm up to operating temperatures. (In cold climate, it is helpful to take the cartridges indoors overnight.)

**TO OPERATE THE RADIO PORTION OF THE UNIT** – Disengage the tape cartridge from the cartridge slot approximately one inch, or remove it entirely. This automatically switches the radio section of the unit on, and the tape section off. Now the tuning knob or push buttons can be used to tune the stations in the conventional manner. All other controls are common to both the radio and tape player sections, and can be adjusted in a similar manner.

**TAPE PROGRAM SELECTION** – Although the tape player will play all four programs automatically and in order, a manual override is provided to allow program selection at will. To change programs push the volume knob in and release it. Each time the knob is pushed and released, the unit will step to the next program, returning to the first program when all programs have been selected.

## **INSTRUMENTS AND CONTROLS**

### **LEFT-TO-RIGHT AND FRONT-TO-REAR QUADRASONIC BALANCE**

— A single knob controls both the left-to-right and front-to-rear balance. Rotating the large knob in either direction distributes the sound between the front and rear speakers. By pushing the knob in, then rotating it in either direction, the left-to-right balance may be adjusted.

**AM/FM BAND SELECTION FOR MODELS WITH FM STEREO** — The AM or FM band is selected by a push button switch. Push in the button labeled “FM” for FM operation, and push in the button labeled “AM” for AM operation. Use the numerals 5<sup>4</sup> to 16 for AM, and 88 to 108 for FM. (The buttons are located on either side of the radio dial.)

### **Caring For Your Tape Cartridges**

- Do not expose the cartridge to intense sunlight or other temperature extremes.
- If accidental exposure to extreme temperature occurs, allow the cartridge to run for several minutes with the volume turned low before attempting to obtain completely satisfactory reproduction.
- When the cartridge is not in use, disengage it approximately one inch from the cartridge slot (or remove it entirely) to prevent a flat spot from occurring on the cartridge roller or possible tape jam-up.
- Protect the open end of the cartridge from damage, dirt, oil, or grease.
- Do not attempt to pull out the tape from the cartridge.
- Do not attempt to open the cartridge itself.

### **Playback Head and Capstan Cleaning**

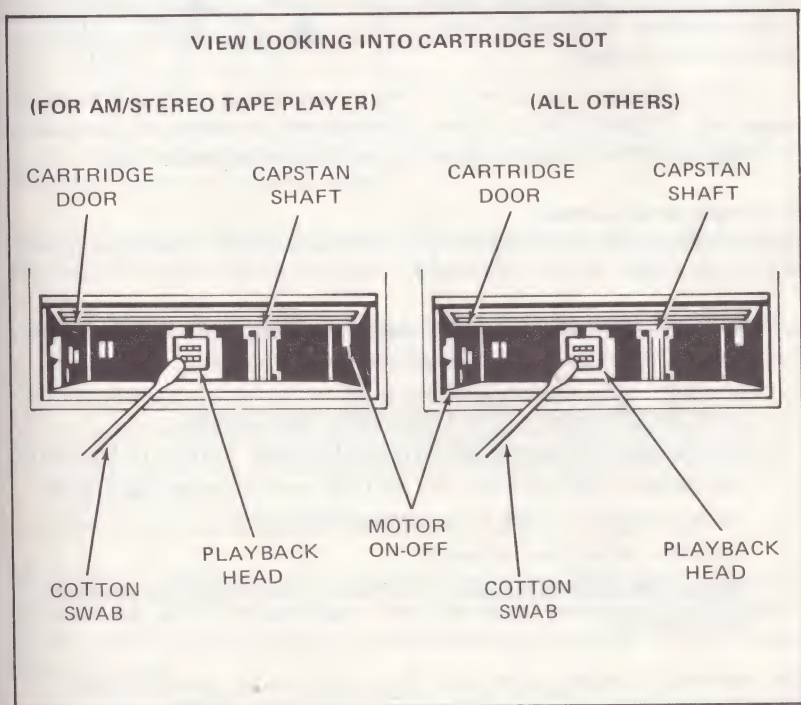
The playback head and the capstan shaft in your tape player may accumulate tape coating residue (oxide) as the tape passes over the head. This accumulation may need to be periodically removed, as part of normal maintenance, if it causes weak or wavering sound. This should be done



## INSTRUMENTS AND CONTROLS

by holding the player cartridge door open and cleaning the playback head with a cotton swab slightly moistened with 70% isopropyl (rubbing) alcohol. To clean the capstan, trip the motor on-off switch at the rear of the cartridge slot with the eraser end of a pencil and hold the alcohol moistened swab against the rotating capstan.

**CAUTION** – Excess alcohol on the swab may run down the capstan and damage the bearings. Do not use carbon tetrachloride, acetone, or other solvents.



## INSTRUMENTS AND CONTROLS

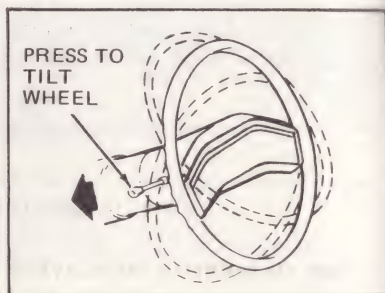
### Steering Wheel Controls

#### Power Steering

If your car is equipped with power steering (optional), never hold the steering wheel against the stops for more than five seconds. If you hold the wheel against the stops longer than five seconds, the power steering pump could be damaged.

#### Tilt Steering Wheel

To change the position of your optional tilt steering wheel, press the turn signal lever toward the instrument panel. Then move the steering wheel up or down to the desired position. Release the lever to lock wheel in place.



#### Horn

To sound the horns, press the raised bar on the steering wheel pad.

#### Automatic Speed Control

The optional speed control allows you to automatically control the speed of your car above 30 mph (50 km/h).

**AUTOMATIC OPERATION** – The controls used to set the speed control for automatic operation are in the steering wheel spokes.

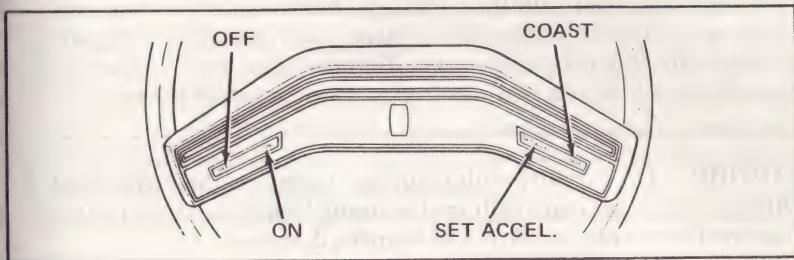
1. Press the ON switch on the left steering wheel spoke.
2. Accelerate to the speed desired (must be above 30 mph (50 km/h)) and momentarily press the SET ACCEL. switch on the right spoke. Do not hold the switch in the depressed position or your car will continue to increase its speed.
3. Release the accelerator pedal and the car speed will be maintained automatically.

The automatic control can be reset for an increase in speed by using either of the following methods at speeds above 30 mph (50 km/h):

1. Accelerate to the desired speed and momentarily press the SET ACCEL. switch. When the switch is released, your car will maintain the new speed.
2. You can also increase the speed by pressing the SET ACCEL. switch until your car reaches the desired speed. Release the switch and automatic control will resume.



## INSTRUMENTS AND CONTROLS



To lower the speed at which automatic control is desired, press the **COAST** switch on the right steering wheel spoke and hold it. The car will gradually slow down. When the desired speed is reached, release the switch for automatic control at this speed.

When driving with the automatic speed control in use you may increase your speed for passing as you normally would, by depressing the accelerator. When you release your foot from the pedal, the speed control will return your car to the set speed.

**CANCELLING AUTOMATIC OPERATION** – Use any of the following methods to cancel automatic control:

1. Slightly depress the brake pedal. This cancels the automatic control until you press the **SET ACCEL.** switch.
2. Press the **OFF** switch on the left steering wheel spoke. The automatic control will remain off until you press the **ON** switch. The speed control is also cancelled each time the ignition lock cylinder is turned off.

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**WARNING** – NEVER use the speed control system when driving conditions do not permit maintaining a constant speed, such as in heavy traffic or on roads that are winding, icy, snow-covered or slippery, or with a loose driving surface.

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### Brakes

#### Foot Brakes

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**CAUTION** – If the **BRAKE** light goes on, this is an indication of a malfunction in the brake system. Immediate attention is necessary.

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## INSTRUMENTS AND CONTROLS

Your car is equipped with front disc-type brakes and drum-type rear brakes or optional four wheel disc brakes. The front disc brakes adjust automatically through normal usage. The rear drum brakes adjust automatically each time you apply the brakes while moving in reverse.

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**CAUTION** – Do not drive with your foot resting on the brake pedal. “Riding” the brakes may result in abnormally high brake temperatures, excessive lining wear, and increased stopping distances.

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Occasional or intermittent brake squeal may result from environmental conditions such as cold, hot, wet, snow, salt, mud, etc. This condition is not a functional one and will not affect braking effectiveness. Only if squeal occurs continuously with every application should the brakes be checked.

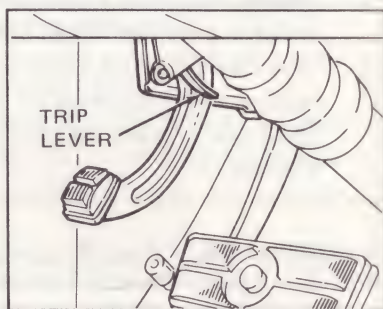
### Parking Brakes

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**CAUTION** – When leaving your car, always shift into P (PARK) and set the parking brake.

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If your car is equipped with the optional automatic parking brake release, the brakes will automatically unlock when the shift lever is moved to R (REVERSE) or any forward position with the engine running. If necessary, the parking brakes can be released manually by pulling the trip lever located at the upper end of the parking brake pedal arm.



### Multiple Stroke Parking Brake

The parking brake is a multi-push design suspended above the toeboard at the extreme left of the foot brake pedal. To set the brake, push firmly on the service brake pedal with your right foot and hold it while you apply the parking brake with your left foot. The parking brake pedal can be pushed down one or two full strokes or several partial strokes depending on the amount of brake action necessary to hold the car. Each time the pedal is pushed down it will return to the UP position, but the brake will remain applied.



## **INSTRUMENTS AND CONTROLS**

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**CAUTION** — Since the parking brake pedal always returns to the UP position when the parking brake has been applied, it is important to check the BRAKE WARNING LIGHT each time you start the engine. This light will glow with the word BRAKE when the engine is running and your parking brake is applied. Failure to release the parking brake will result in poor fuel economy and rapid brake wear.

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### **Miscellaneous**

#### **Clock**

The conventional electric clock (optional) has an automatic adjustment mechanism. To reset the time, pull out the reset knob and turn it counter-clockwise if the clock is fast and clockwise if it is slow. Each time you reset the clock, the timekeeping mechanism is adjusted about 30 seconds per day. If your clock is off by more than three minutes a day, reset the time once a day until it is accurate. If your clock is off by less than three minutes a day, let it accumulate for a few days before making a correction.

Your digital clock (if equipped) requires no adjustment. To set clock, depress thumbwheel and rotate.

#### **Ashtray and Lighter**

Your car is equipped with a lighted ashtray on the instrument panel, an ashtray in each rear seat armrest, and on some models, has an optional ashtray in the passenger door armrest. To open the instrument panel ashtray, pull out on its base. To remove the ashtray for emptying, press down on the thumb depressor and pull out the ashtray container. To remove the ashtray in the armrests, pull up on the snuffer.

The cigar lighter is located on the instrument panel to the right of the steering column. To operate the lighter, push it in all the way and then release it. When it is ready for use, it will spring back to its normal position.

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**CAUTION** — Never use the ashtray as a waste receptacle.

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#### **Speedometer and Odometer**

The speedometer indicates the car's forward speed. The odometer indicates the distance traveled and is useful in reminding you when the car is due for periodic routine maintenance.

## **GETTING TO KNOW YOUR CAR**

### **Door-Hood Handles and Locks**

#### **Illuminated Entry System**

This optional system is designed to assist entry into your car during the hours of darkness. It will provide illumination of both front door lock cylinders, and the car interior courtesy lights, when either outside front door handle is raised. The system will automatically turn off after approximately 25 seconds, or when the ignition lock cylinder key is turned to ON or ACC position. The handle must return to its normal position for the system to function again.

It will be necessary to occasionally clean the lens of the door lock assembly with a mild soap or household ammonia and water solution. Apply with a soft cloth or cotton swab, followed by a clear water rinse.

#### **Outside Door Lock**

To lock your car from the outside, push the door lock knob down and close the door or insert the square key and turn it toward the front of the car; to unlock, turn the key toward the rear of the car.

#### **Inside Door Handles**

The inside door latch handles are located on the door trim panels. To operate the handles, pull them toward you. Pulling the inside front door handles will automatically release only the front door locks.

#### **Manual Door Locks**

The manual door lock knobs are located at the top of the door trim panels. Pushing the knob down, locks the door; pulling the knob up, unlocks the door. When you pull the front door inside handles, the front door locks will be automatically released.

#### **Power Door Locks**

The switches which control the optional power door locks are located in the front seat armrests. Push either DOOR LOCK switch toward the instrument panel to lock all doors. To unlock the doors, pull either DOOR LOCK switch away from the instrument panel. If you close the doors with the power locks engaged, the doors will remain locked. The manual door locks will override the power controls in case the power mechanism should ever fail.

#### **Station Wagon Three-Way Doorgate**

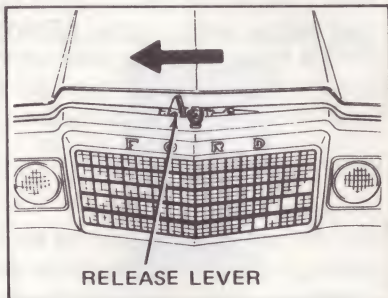
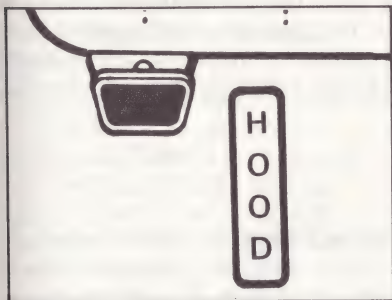
To use as a tailgate, lower the glass all the way down. Then pull the handle on the inside center of the tailgate and carefully lower it. You can also use the tailgate as a door which can be opened with the window in any position. Unlock the door with your square key. Pull the outside handle and open the door. When you close the door, you can



## GETTING TO KNOW YOUR CAR

lock it by pushing down the inside door lock button. Once the button is pushed to lock the doorgate, it can't be pulled up to unlock. When you're outside of your car, you must unlock it with the square key.

### Opening the Hood



Release the hood latch from inside the car by pulling the release handle on the lower left of the instrument panel.

To raise the hood, actuate the auxiliary catch by reaching inside the hood opening and moving the lever sideways. Lift the hood until the hinges hold it open.

### Trunk Lid

Insert the round key in the trunk lid lock. Turn the key to the right until the lid opens. Remove the key before you close and lock the lid. Always make sure you close the trunk lid securely.

### Remote Controlled Trunk Lid

If your car is equipped with the optional remote controlled trunk release, you can open the trunk lid from inside your car. Open the glove box and press the TRUNK button with the ignition lock cylinder in the ON or ACC positions. If you're outside your car, use the round key to open the trunk manually.

### Station Wagon Stowage Compartment

Your new station wagon is equipped with a lockable stowage compartment in the rear floor area. You must use your round key to lock and unlock this compartment. If your car is equipped with the optional compartment in the driver's side trim panel, it is also opened with your round key.

To open the floor compartment, insert your round key and unlock; push down on the button to unlatch, then pull up each half of the cover. The lockable trim panel compartment opens like a glove box. When unlocked, push the button to open.

## GETTING TO KNOW YOUR CAR

### Luggage Rack

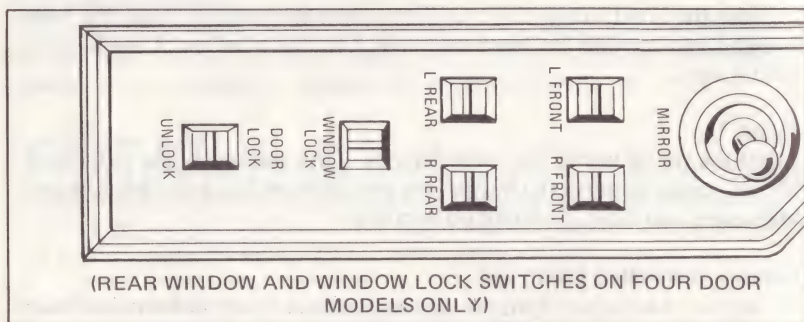
When you place cargo on the optional station wagon luggage rack, make sure you secure the load as far forward as safely possible by moving the adjustable crossbar. Doing this helps distribute the additional weight more evenly between front and rear axles. Be sure that the luggage rack load doesn't exceed 200 pounds (90.7 kg) or cause the vehicle to exceed its gross vehicle weight rating (GVWR) or its gross axle weight ratings (GAWR front and rear), which are indicated on the vehicle certification label. If you're towing a trailer, see the Trailer Towing section of this guide for further load limit information.

### Windows and Controls

#### Manual Windows

The side windows on your car are raised or lowered by turning hand cranks. To open a window on the driver's side, turn the crank clockwise. Turning the crank counterclockwise closes the window. To open a window on the passenger's side of your car, turn the crank counterclockwise. Close the window by turning clockwise.

#### Power Windows



The switches for controlling the power windows in your car are located in the armrests below each window. The master control panel which operates all four windows on four door models and the door windows on two door models, is located in the driver's armrest. The switches on the other door armrests individually control the window next to them. You must place the ignition lock cylinder in the ON or ACC positions to use your power controls. To lower a window, push the window switch toward the rear of the car. When you want to raise the window push the switch forward.

**WINDOW LOCK SWITCH** — The driver of the car may lock out all window switches (four door models) except the master controls by pushing the window lock switch toward the door. When the switch is pushed toward the driver, the windows may be operated individually again.



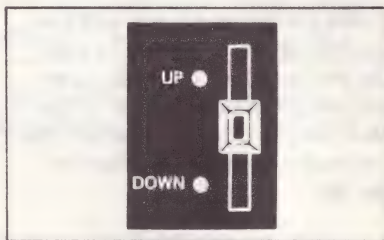
## GETTING TO KNOW YOUR CAR

### Power Mini-Vent Windows

If your car is equipped with optional vent windows, they are also controlled by the power window switches. The vent window opens first and closes last when you use the power controls. If you want to open the vent without lowering the side window, release the switch before the side window starts to open.

### Station Wagon Power Tailgate Window

The power switch which controls the window is located on the instrument panel, beneath the heater or A/C controls. With the ignition lock cylinder in the ON or ACC positions, you can lower the window from inside your car by



moving the window switch down or raise the window by moving the switch up. If you are outside of your car, you can lower or raise the glass with your square key in the tailgate lock. Lower the window by turning the key counterclockwise past the unlocked position. To raise the window, turn the key clockwise past the locked position.

## Seats and Controls

### Manual Seats

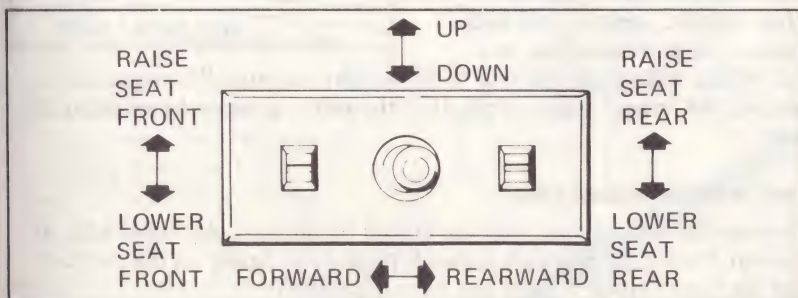
Your car's manual seat adjustment lever is located on the lower side of the seat. Lift the lever to unlock the seat. Move the seat to the desired position and then release the lever to lock the seat in its new position.

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**CAUTION** – Never adjust the driver's seat while the car is in motion to avoid loss of control.

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### Power Seats



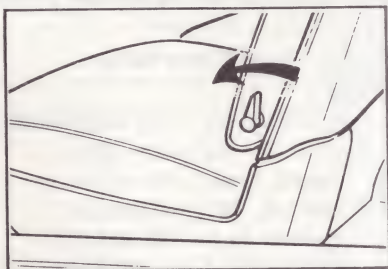
The controls to operate your optional six-way power seats are located on the left side of the driver's seat. If your car is equipped with an optional

## GETTING TO KNOW YOUR CAR

power adjustable passenger's seat, the power controls for the passenger's side are on the right side of that seat. The round center switch moves the seat either forward and backward or up and down. The switches on each side of the center switch control the tilt movement of the seat.

### Seatback Release

The front seatback locks automatically (two-door models only) in the full upright position. To fold the seatback forward while passengers are getting into or out of the back seat, twist the release lever on the seatback toward the front of the car.

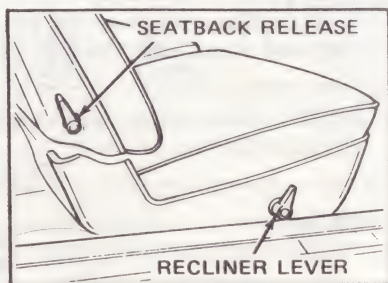


### Automatic Seatback Release

The optional automatic seatback release (two-door models) unlocks both seatback levers whenever either door is opened. This allows passengers to push the seatback forward while getting in or out of the car from the back seat. When the seatbacks are returned to the upright position and both doors are closed, the levers automatically lock. A manual release lever is also provided for your convenience. To manually release the seatback, twist the lever toward the front of the car and push the seatback forward.

### Reclining Passenger Seat

To adjust your optional reclining passenger seat to a tilt position, first lift up and hold the lever located on the lower side of the seat. Then lean against the seatback to tilt it backwards. If the seat reclines back too far for your comfort, remove your body pressure from the seatback and the springs will return the seat to an upright position. When you have reached the desired degree of tilt, lock the seat in position by releasing the lever.

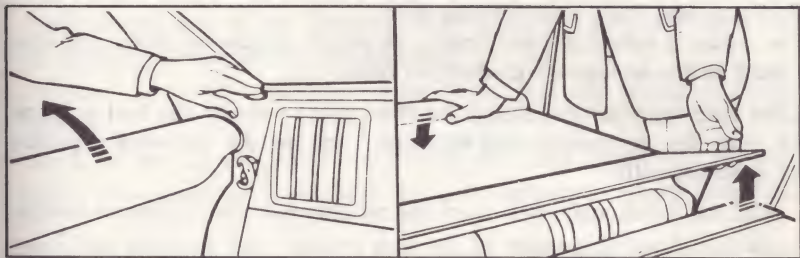


### Station Wagon Second Seat

To lower the second seat, push the button on the right side panel next to the seat. Pulling the seatback forward, press down firmly on the seatback and the floor to lock the seat and floor in position.



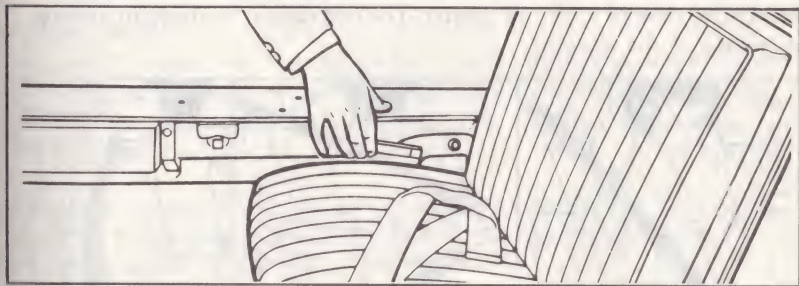
## GETTING TO KNOW YOUR CAR



To raise the second seat, push down on the seatback and pull the floor upward about two inches. Then raise the seatback and push it to the rear until it locks in position.

### Station Wagon Dual Facing Rear Seats

If your station wagon is equipped with optional dual facing rear seats, they may be stored as follows. Lift up the latch on the left seat and fold the seat inward. Lift up on the latch on the right seat and fold the seat inward. Press down firmly on the right floor panel to lock the floor into position. To raise the facing rear seats, press down firmly on the right floor panel and actuate the latch by pushing down on the latch button located on the right and raise the seatbacks. Press firmly against the seatback to lock each seat in place.

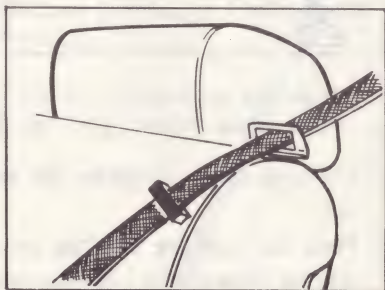


## Occupant Restraint Systems

### Head Restraints

Raise the head restraint by lifting up on it. Lower the head restraint by pressing down on it with enough force to overcome the retaining friction.

Adjust the head restraint so that it is just behind your head and never behind your neck.



## GETTING TO KNOW YOUR CAR

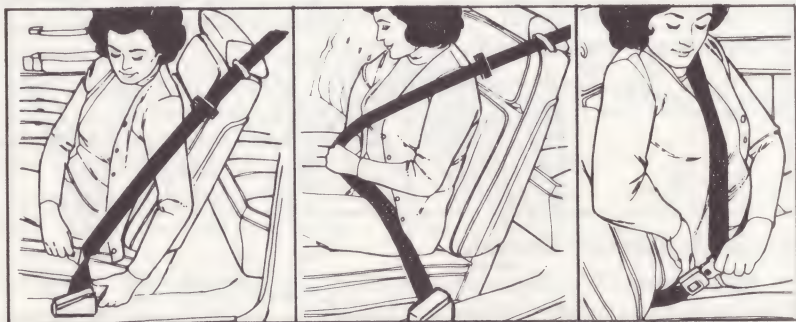
### To Fasten the Front Lap-Shoulder Belts

For personal safety and protection, all vehicle occupants, front and rear, should fasten the lap and lap-shoulder belts.

After entering your car, adjust the front seat to obtain the best position for your driving comfort and visibility. Then use the following sequence for fastening belts:

- Pull the lap-shoulder belt from the retractor in one continuous motion so the shoulder portion of the belt crosses your shoulder and chest and insert the belt tongue into the proper buckle until you hear a snap and feel the latch engage. If the pulling motion is interrupted while extending the belt, it may be necessary to fully retract the belt (until the belt tongue rests against the retractor cover) to release the stop mechanism in the lap portion of the belt.
- Adjust lap portion of seat belt **SNUGLY AROUND THE HIPS** (not the waist) by allowing any excess belt to return into the retractor. Failure to do so may result in unnecessary injury in the event of a collision.

The shoulder restraint portion of the belt adjusts automatically to a snug position. The inertia reel attached to the shoulder belt allows freedom of movement, locking tight only on hard braking or impacts of approximately five mph (8 km/h) or greater. The reel cannot be made to lock-up by jerking on the webbing.



If you should accidentally jam the lap belt retractor by allowing the belt to retract while twisted, you can free the webbing with this procedure:

1. Use both hands to tighten the webbing on the spool by pulling on the belt.
2. Push the webbing into the retractor until the belt is completely retracted. Repeat step 1 if necessary.

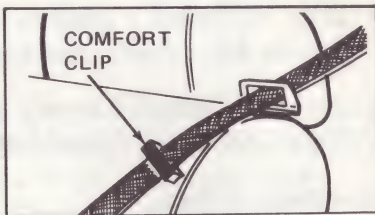


## GETTING TO KNOW YOUR CAR

3. Pull the belt out of the retractor as far as it will go and inspect the webbing for foreign material or twisting.
4. Remove the foreign matter or untwist the belt and let the webbing retract.
5. Then, sit in the seat, pull out the lap belt, and buckle up. Do this about five times to make sure the belt retractor operates properly.

### Adjusting Shoulder Belt

To relieve belt pressure on your shoulder after the shoulder belt is fastened, slide the shoulder harness "comfort clip" to a position that provides a comfortable shoulder belt length.



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**CAUTION** – Never allow more slack than is required to insert a fist between the shoulder belt and the chest; never wear the shoulder belt under the arm. This practice may reduce the restraint system effectiveness.

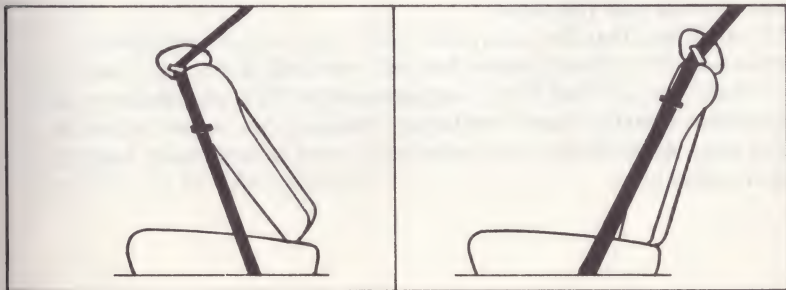
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### Center Lap Belt

Because the center seat belts do not have retractors they should be kept shortened and fastened when not in use. To lengthen the belt, tip the tongue at a right angle to the belt, and pull the tongue until the ends can be joined over the lap.

To fasten the belt, insert the tongue into the open end of the buckle until you hear a snap and feel the latch engage. The belt should be snug across the hips, **NEVER ACROSS THE WAIST**.

### To Enter Rear Seats



## GETTING TO KNOW YOUR CAR

The front shoulder belts are attached to the front seatback with a “foot-man’s” loop (on two-door models) to help keep the belts out of the way when the seats are pushed forward for rear seat entry or exit. To avoid problems, follow these precautions:

- Push the front seats forward in a smooth, uninterrupted motion. A jerky motion may lock the lap-shoulder belt, preventing the seat from folding forward.
- If the seat’s travel is restricted due to seat belt lock-up, return the seat and belt to their normal positions and repeat as above.

**PASSENGERS SHOULD ENTER BELOW THE BELTS AND NOT USE THEM AS AN ASSIST STRAP FOR ENTRY OR EXIT.**

### **Rear Outboard Belts**

To fasten any rear outboard belt, pull the belt out of the retractor with a steady motion and insert it into the buckle until you hear a snap, and feel the latch engage. Adjust the lap belt snugly around the hips, never around the waist, by allowing the slack to return to the retractor.

### **Unfastening Seat Belts**

Push the release button in the buckle and allow the front and rear outboard belts to retract to the fully stowed position.

### **Seat Belt Maintenance**

Seat belt assemblies are maintenance-free; however, they should be periodically inspected to assure that they have not become damaged and that they remain in proper operating condition.

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**CAUTION** – Never use a single belt for more than one person.

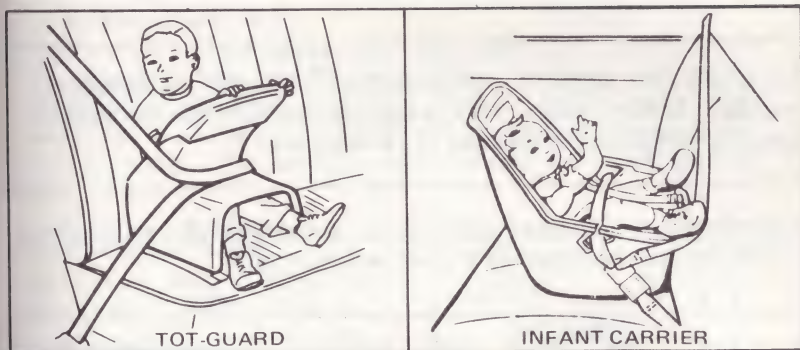
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### **Infant Carrier and Tot-Guard**

It is important that the infant and child occupants of your car are protected by restraint systems designed especially for them. The Ford Infant Carrier and Ford Tot-Guard are available from your dealer or may be ordered directly from Ford Motor Company (see order coupon in back of book). Both accessory units are secured by vehicle lap belts or lap-shoulder belts.



## GETTING TO KNOW YOUR CAR



The Ford Infant Carrier is designed to protect infants up to 20 pounds (9 kg) in weight — approximately one year of age. It faces rearward for maximum protection. The Tot-Guard is designed for use by children who weigh between 20 (9 kg) and 50 (22.6 kg) pounds, whose seating height is between 19 (482.6 mm) and 28 (711.2 mm) inches.

**NOTE** — Be sure to read all instructions accompanying the Infant Carrier or Tot-Guard before using.

For children having a seating height greater than 28 inches (711.2 mm), the maximum for use of the Tot-Guard, the following seat belt usage is recommended.

- Lap belts in the rear seat of all models or in the center front seat of vehicles without a center console.
- The lap-shoulder belt in the right front seat only when the shoulder strap does not contact the face, chin, neck, or throat. In many cases such contact can be eliminated by positioning the child further toward the center of the car and/or by adjusting the shoulder belt comfort clip.

### Mirrors

#### Rear View Mirror

Your inside rear view mirror has a day and a night position. The night position reduces glare from the headlights of cars behind you. Move the tab at the bottom of the mirror away from you for the day position. Then adjust the mirror to see through the rear window. Move the tab toward you for the night position.

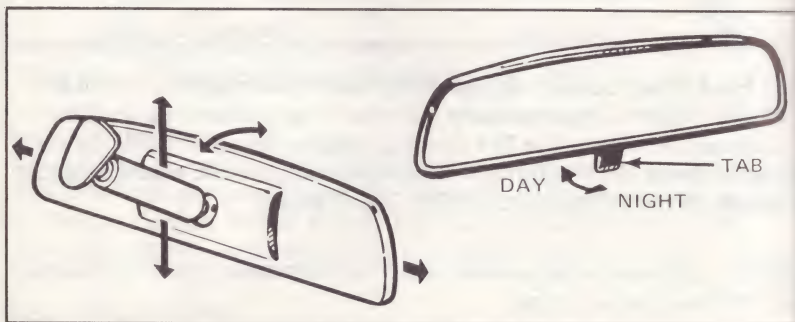
## GETTING TO KNOW YOUR CAR

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**CAUTION** – On sedans, do not put packages on the flat area behind the rear seat (the rear window deck), as they can obscure vision and become dangerous projectiles in the event of a sudden stop.

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Your mirror is also equipped with a special mounting bracket which allows you to position the mirror up or down and side to side.



**CAUTION** – Do not clean your mirrors with a dry cloth or abrasive cleaning materials. Instead, use a soft cloth and mild detergent and water or Ford Glass Cleaner. Be extremely careful when removing ice from your outside mirror or you may damage the reflective surface.

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### Left And Right-Hand Side View Mirror (Remote Controlled)

The control knob to adjust the left mirror is located on the driver's door armrest. A control knob located on the instrument panel is used to adjust the right mirror. Rotate the control knob for proper mirror adjustment.



## GETTING TO KNOW YOUR CAR

### Lighted Visor Vanity Mirror

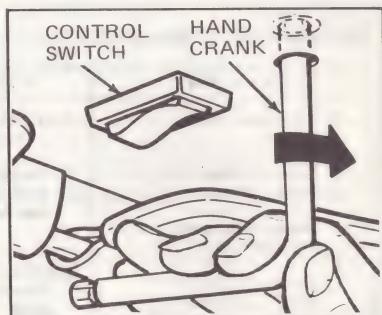
To operate the optional lighted visor vanity mirror, first, pull down the front passenger's visor, then lift the cover from the mirror to automatically illuminate the mirror. You can control the light intensity of the mirror using a slide switch mounted in the lower right corner of the mirror frame. Move the switch to the left for dim, and to the right for bright.

### Moonroof (Glass Panel)

This optional sliding roof panel is powered by an electric motor. To operate the panel, place the ignition lock cylinder key in the ON or ACC position and use the two-way control switch located above the windshield between the sun visors.

Depress the control switch toward the rear of the car to open the panel and toward the front of car to close the panel. The Moonroof has a

sliding shade which can be manually closed, if desired, when the glass panel is closed. This shade will automatically open when the Moonroof glass panel is opened. The shade is locked open and cannot be closed when the glass panel is open.



Moving parts are permanently lubricated. The only normal maintenance you should perform is to periodically wipe the guide rail covers with a clean cloth.

**EMERGENCY OPERATION** — The panel can be closed manually as described below. However, only close the panel manually if absolutely necessary.

1. Open the glove box and get the hand crank tool from the envelope.
2. Remove the small round drive gear access plug located in the center of the headlining just forward of the roof panel opening. Grasp with fingers and pull downward.
3. Using hex end of crank tool, remove the screw which is located under the cover.
4. Insert the screw driver blade end of crank tool into the slot in the motor shaft. Turn handle clockwise until roof panel is fully closed.
5. Reinstall screw, replace the cover, and take your car to your dealer for diagnosis and repair.



## GETTING TO KNOW YOUR CAR

### Starting the Engine

Climate conditions and other factors play a large part in deciding how you should go about starting your car. Read all the starting instructions carefully, so you'll be aware of these factors when you start your car.

Be sure to read the starting instructions that were attached to the visor on your new car.

### Starting Instructions

COLD ENGINE	WARM ENGINE	ENGINE FLOODED
<ol style="list-style-type: none"><li>1. Turn key to "ON" position.</li><li>2. Press accelerator pedal slowly to floor.</li><li>3. Slowly release pedal completely.</li><li>4. Turn key to "START" until engine starts, then release key. If engine fails to start, wait 3 to 4 seconds then: repeat procedure once.</li><li>5. After engine starts, run for a few seconds. Hold foot on brake. Engage transmission, gradually release the brake and drive away.</li></ol>	<ol style="list-style-type: none"><li>1. Turn key to "ON" position.</li><li>2. Press accelerator pedal 1/4 to 1/2 way down and hold.</li></ol> <hr/> <p><b>CAUTION —</b> Do not pump the pedal.</p> <hr/> <ol style="list-style-type: none"><li>3. Turn key to "START" until engine is started, then release key.</li></ol>	<p>If engine fails to start using preceding instructions, wait 3 to 4 seconds then:</p> <ol style="list-style-type: none"><li>1. Press the pedal all the way to the floor and hold.</li><li>2. Turn key to "START".</li><li>3. When engine starts, release key then release pedal gradually as engine speeds up.</li></ol>
<p><b>NOTE:</b> During cold weather or if pavement is slippery, let the engine idle for about one minute after starting to allow for proper warm-up before engaging transmission. During this warm-up, after about 30 seconds, reduce idle speed by depressing the accelerator pedal slightly and releasing it. Engines with 4V carburetors have a feature which automatically drops engine speed after approximately 20 seconds.</p>		
<p><b>CAUTION:</b> Extended high speed idling of engine (10 minutes or more) could produce excessive exhaust system temperatures that can damage your vehicle. You also should avoid extended or unnecessary idling.</p>		

Below are some tips you should be familiar with when you start your car.

1. Turn off your headlights while you crank the engine. This will reduce the electrical load on your battery and supply extra power to the starter motor.
2. In a cold engine starting situation, when the outside air temperature is below 10 degrees F (-12.4 degrees C) or when the vehicle has been idle for several days, depress the accelerator two or three times before starting.
3. Engines with 4V carburetors have a feature which automatically drops engine speed after approximately 20 seconds.

## GETTING TO KNOW YOUR CAR

### **Starter Operation**

The START position on the ignition lock cylinder is used to crank the engine. Before turning the key, make sure that the automatic transmission lever is in P (PARK) or N (NEUTRAL).

To help avoid starter overheating or damage, do not crank the starter continuously for more than 30 seconds at a time. Wait two minutes after an extended cranking period. Avoid attempting to start an intermittently firing or flooded engine for more than one minute of starter cranking time. When you hear the engine start, immediately release the ignition lock cylinder and it will return by spring action to the ON position.

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**CAUTION** — If the engine stalls or falters in starting, wait three or four seconds before re-engaging the starter. This will prevent possible serious damage to the starter or engine.

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### **Emission Systems**

The catalytic converter in your vehicle (if equipped) changes most exhaust emissions into water vapor and carbon dioxide and helps to improve fuel economy and overall vehicle operation. To assure that the converter, as well as other emission control devices and systems, operates effectively, you should use only unleaded fuel (except for certain vehicles built for sale in Canada) and have the services listed in the maintenance schedule performed at the specified time and mileage intervals. You also should avoid running out of gasoline or turning off the ignition while the vehicle is in motion, especially at high speeds.

Your authorized dealer has the equipment and trained technicians needed to perform the required maintenance services. The use of fuels, lubricants, fluids, and parts that do not conform to specifications may result in invalidating the emission warranty when the use of such fuels, lubricants, fluids, or parts causes the vehicle or engine to fail to comply with applicable regulations. You can be confident that lubricants and parts marketed by Ford meet these specifications.

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**CAUTION** — Engine compartment and exhaust system temperatures may be higher due to emission control devices needed to comply with Government mandated emission standards.

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## GETTING TO KNOW YOUR CAR

To help avoid possible injury or damage to the vehicle or the environment, the following precautions should be observed:

- Avoid excessive starter cranking (in excess of one minute with an intermittently firing or flooded engine. See Starter Operation section of Owner's Guide for recommended starting procedures.
- Do not start a vehicle by pushing. Instead, use jumper cables.
- Avoid extended (in excess of 10 minutes) and unnecessary idling, particularly extended idling on the high step of the fast idle cam or at other "high" engine speeds or after sustained high speed operation (in excess of 90 mph (145 km/h)—where permitted by law). If extended idling occurs or is anticipated beyond 10 minutes, you should shut down the engine. Restart when conditions are appropriate. Within about 30 seconds after starting the engine, you should depress and release the accelerator pedal to produce a lower idle speed. Engines with 4V carburetors have a feature which automatically drops engine speed after approximately 20 seconds, so it is not necessary to drop idle speed manually. In addition, you should avoid idling in dry grass or other dry ground cover. (See maintenance recommendations with regard to keeping grass shields free of debris.)
- Avoid unauthorized modifications to the engine or vehicle. Modifications causing increased amounts of unburned fuel to reach the exhaust system (including the catalytic converter) can increase significantly the temperature of the engine compartment and/or the exhaust system.
- Avoid operation under conditions of malfunction or neglect (disregard for recommended maintenance on the ignition system, fuel system, and emission control system). It is important that you have your vehicle examined at the first indication of any significant depreciation in its normal performance. Such indications include, but are not limited to, extended dieseling (more than 5 seconds of engine run-on with the ignition lock cylinder key off), persistent misfiring, heavy surging, repetitive stalls or backfires, fluid leakage, odor, smoke, loss of oil pressure, or charge indicator or overtemperature warning.

Modifications of the emission control systems could create liability under Federal law (U.S.) if made prior to the first sale and registration, and under the laws of some states, if made thereafter. Further, Federal law



# Help keep your car at its Ford-built best.

Use original  
equipment parts and  
factory-authorized service.





## Ask for the original equipment parts



### Motorcraft Parts

Motorcraft Parts and Autolite Spark Plugs are original equipment parts for your Ford, Mercury or Lincoln, designed to keep it running at peak efficiency. Wherever you have your car serviced or buy parts, ask for them by name: Motorcraft Oil, Air and Fuel Filters • Shock Absorbers • Batteries • Ignition Parts • Carburetors and Emission System Parts • Spark Plug Wire Sets • Air Conditioning Parts • PCV Valves • Hoses and V-Belts • and Autolite Spark Plugs.



### Ford Service Parts

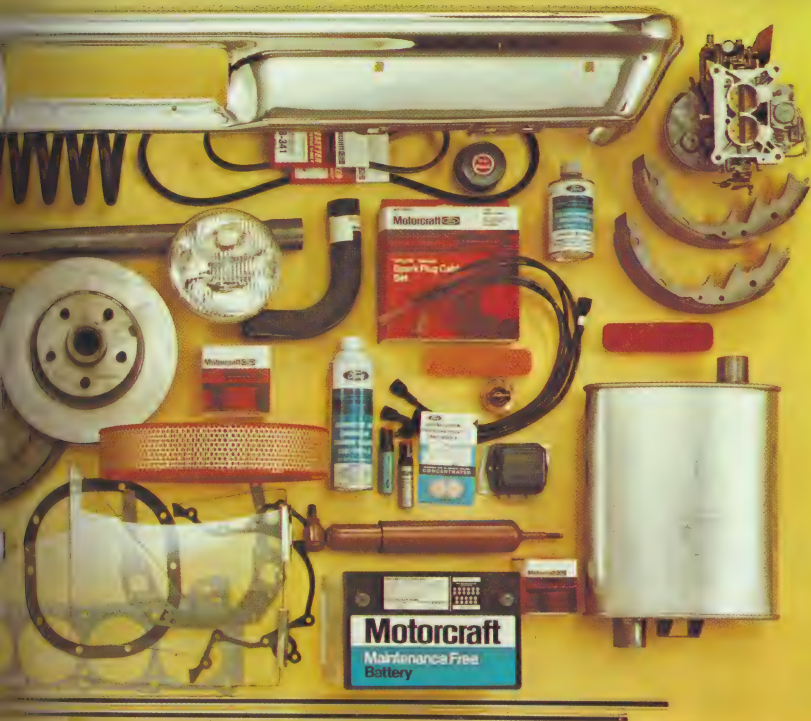
Anytime your Ford, Mercury or Lincoln needs repair, insist on the chassis and engine parts which meet original Ford Motor Company specifications—genuine Ford Service parts. They are available where you bought your car and at any of the 6700 Ford or Lincoln-Mercury Dealerships from coast to coast.



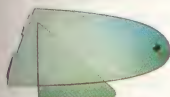
### Ford Authorized Remanufactured Parts

Ford Authorized Remanufactured Parts are remanufactured to strict Ford Motor Company engineering specifications and quality control standards. The end result is that you get like-new performance at economical prices. A complete line of remanufactured products is available including engines, engine components, electrical systems and power train components.





**ts designed specially for your car!**



## Carlite Glass

When you have to replace a windshield or window in your car, ask for Carlite glass. Ford Motor Company is the only car maker in the industry to make its own glass.



## Ford Oils and Lubricants

Your dealer will be happy to recommend proper motor oil and lubricants. The oil will most likely be Premium or Super Premium Ford Motor Oil, which meets Ford Motor Company specifications for top performance under a wide range of weather and driving conditions.



## Ford Chemicals

Your dealer carries a full line of quality Ford chemical products. They range from scientifically formulated cleaners, waxes, polishes, vinyl hardtop and multi-purpose cleaners to windshield and glass cleaning products, de-icers and antifreeze coolant solutions.



## Ford Paints

A full line of Ford paints and refinishing materials is available for quick and easy do-it-yourself touchups of minor nicks and scratches or for spot repairs and complete paint jobs. These paints are scientifically formulated to provide color matching to your car's original finish. For appearance's sake, ask for Ford paints and refinishing products.



## Bring your car "home" for service.

Nobody knows your Ford, Lincoln, or Mercury better than your dealer. That's why it pays to bring it back to him for service. He has trained service technicians, and the advanced tools and equipment to keep your car running at peak performance. And you get more than a good job. At participating dealers, you get a limited warranty in writing that if his repair work fails within 90 days or 4,000 miles of normal useage, whichever comes first, he'll fix it again free of charge, including parts and labor. You can rely on Ford-authorized service.



## Ford Accessories to dress up and protect your car.

Your dealer is eager to install quality Ford accessories designed to add good looks, comfort and convenience to your car. They range from AM radios and stereo radios to body side moldings and door edge guards; from floor mats and luggage racks to infant carriers and air conditioners. Ask your Ford or Lincoln-Mercury dealer for a copy of his accessories catalog.



## GETTING TO KNOW YOUR CAR

prohibits vehicle manufacturers or dealers from knowingly removing or rendering an emission control system inoperative after sale and delivery to an ultimate purchaser. In Canada, modifications of the emission control system could create liability under applicable Federal or Provincial laws.

### Altitude Compensation

The emission control system of your vehicle has been designed to meet emission requirements as one of the following:

#### A. High Altitude System

When the principal use of the vehicle is at an altitude higher than 4,000 feet (1219 m), as defined by EPA regulations.

#### B. Low Altitude System

When the principal use of the vehicle is below 4,000 feet (1219 m).

The vehicle's emission control system was not designed for conversion to allow the vehicle to meet emission standards when operated at an altitude other than that for which it was certified.

### Exhaust Fumes

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**CAUTION** — Exhaust gases, particularly carbon monoxide, can be harmful and are potentially lethal.

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Carbon monoxide is colorless and odorless, but can be present with all other exhaust fumes. Therefore, if you ever smell exhaust fumes of any kind inside your vehicle, immediately report such condition to your dealer and have the condition corrected.

In order to guard against the possible entry of carbon monoxide into your vehicle, the exhaust system and body ventilation system should be properly inspected by a competent mechanic as follows:

- Each time the vehicle is raised for service;
- Whenever you detect a change in sounds from the exhaust system;
- Whenever the vehicle has been damaged by an impact.

In order to afford proper ventilation, all air inlet vents should be kept clean of snow, leaves, and other debris.

**NEVER OPERATE ENGINE IN CLOSED AREAS.**

**NEVER SIT IN A PARKED OR STOPPED VEHICLE FOR ANY EXTENDED AMOUNT OF TIME WITH THE ENGINE RUNNING.**

## GETTING TO KNOW YOUR CAR

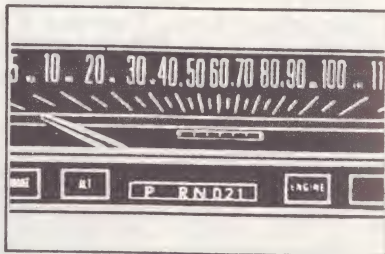
If you find it necessary to run the engine in an unconfined area for more than a short length of time, adjust the heating or cooling system to draw outside air into the vehicle as follows:

1. If you have a conventional heating system, set the fan speed to medium or high, with the function control lever set at any position except OFF.
2. If your car is equipped with air conditioning, set the fan speed to medium or high speed and the function control lever to any position except off. Also set the temperature control lever to the right of mid-position.
3. If your car is equipped with Automatic Temperature Control, set the fan speed to low or high with the function control lever at any position except OFF or AUTO. Also set the upper control lever to any position to the right of mid-position.

To prevent the possibility of dangerous gases being drawn into the vehicle, tailgates, tailgate windows, rear windows, and trunk lids should be closed while the car is in motion. If it is necessary for such windows to remain open, adjust your air control system to force outside air into the vehicle. If your vehicle has outside air control vents, open them fully.

### Driving With An Automatic Transmission

Your automatic transmission provides you with either fully automatic operation in the D (DRIVE) position or manual control by allowing you to start in either the 1 (FIRST) or 2 (SECOND) positions and then to upshift manually to the next gear. To shift to the various selector positions, pull the shift lever toward you. The following are explanations of the selector positions.



**P (PARK)** – This position locks the rear wheels and the transmission whether or not the engine is running. Always come to a full stop before shifting into P (PARK). Remember that the gear shift selector must be in this position before you can remove the ignition lock cylinder key. Do not use the P (PARK) position in place of the parking brake. Always set your parking brake and shift into P (PARK) when you leave your car.



## GETTING TO KNOW YOUR CAR

**R (REVERSE)** – The car must be fully stopped before shifting into or out of R (REVERSE), except when rocking the car as outlined in the Special Situations section.

**N (NEUTRAL)** – When you place the transmission selector lever in the N (NEUTRAL) position, there is neither forward nor reverse gear engagement. If necessary, you may start your engine in this position.

**D (DRIVE)** – The normal driving position is indicated by D (DRIVE). In this position your car starts in first gear giving the best combination of automatic gear shifts for economical and full-power starts. As you press down on the accelerator and the car picks up speed, the transmission automatically shifts to second and then high gear. The transmission automatically downshifts from high gear as speed decreases.

**2 (SECOND)** – This position limits the transmission to second gear. The 2 (SECOND) position is particularly useful when driving up moderately steep grades or for braking purposes on mountain downgrades. Use the 2 (SECOND) position for starting up when the roads are slippery. Do not exceed 70 mph (110 km/h) in this position. If you want to upshift to high gear from the 2 (SECOND) position, move the selector to the D (DRIVE) position.

**1 (FIRST)** – This position limits the transmission to first gear. To help brake the car on hilly roads where the 2 (SECOND) position does not provide sufficient braking below 30 mph (50 km/h), shift the selector lever to 1 (FIRST). Upshifts from 1 (FIRST) can be made only by manually shifting from 1 (FIRST) to 2 (SECOND) and then from 2 (SECOND) to D (DRIVE).

**FORCED DOWNSHIFTS** – At speeds from 35 to 70 mph (55 to 110 km/h) in D (DRIVE) position, you can get the power and acceleration needed to pass moving cars or climb steep grades by pushing the accelerator to the floor to downshift from high to second gear. A forced downshift from high or second to low gear is possible at speeds under 35 mph (55 km/h) in D (DRIVE) position by completely depressing the accelerator pedal. Remember, forced downshifts can be performed only when your car is in the D (DRIVE) position.

## GETTING TO KNOW YOUR CAR

### Special Driving Situations

#### Driving on Sand, Snow, Ice, or Slippery Roads

Heavy snow creates two kinds of driving problems: (1) deep, soft snow resists forward motion, similar to loose sand; (2) hard packed snow causes a loss of traction, similar to an icy surface. In mud, you may lose both momentum and traction.

If your wheels are bogged down in mud, snow, or sand, use 2 (SECOND) to supply the necessary power. Try moving forward slowly but evenly. If the car won't move forward and begins to stall, shift to 1 (FIRST). You can also shift to R (REVERSE) after the engine has returned to idle in N (NEUTRAL) and try backing out.

If the wheels spin, try the following procedure. Start the car moving in 2 (SECOND). As the car gains traction, shift to D (DRIVE). Backing up may be difficult, so concentrate on moving forward.

Ice, snow, or wet surfaces on paved and gravel roads (streets) present hazardous driving conditions. Stopping distances are unpredictable and braking on slippery surfaces can cause skidding. When trying to stop on a slippery surface, pump the brakes steadily and evenly without locking the wheels to reduce skidding. Downshifting the transmission also helps reduce your car speed.

---

**CAUTION** — To avoid skidding on slippery road surfaces (wet, icy, gravel, greasy, etc.), do not shift into 1 (FIRST) position at speeds above 10 mph (15 km/h).

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Allow adequate stopping distance between your vehicle and the car or traffic light ahead. Avoid quick movements of the steering wheel. Drive at a speed slow enough to permit steering and stopping control of your car.

#### Rocking the Car

"Rocking" the car is moving it forward and backward in a steady rhythm, trying to gain enough momentum to move it off a particularly slippery spot. Shift, in a steady rhythm, between R (REVERSE) and D (DRIVE) while pressing gently on the accelerator.

If you are still stuck after a minute or two of rocking, have the car pulled out to avoid overheating and possible damage to the transmission.

## GETTING TO KNOW YOUR CAR

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**CAUTION** — Avoid over-speeding the engine and/or excessively spinning the rear wheels as this may cause premature engine, transmission, or axle failure. Prolonged rocking may cause engine overheating or transmission damage.

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### **Traction-Lok Axle**

This optional axle provides added traction on slippery surfaces, particularly when one wheel is on a poor traction surface. Under normal conditions the Traction-Lok axle functions as a standard differential.

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**CAUTION** — On cars equipped with a Traction-Lok axle, never run the engine with one wheel off the ground such as when changing a tire. The wheel still on the ground could cause the car to move.

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### **New Car Break-In**

Your new car will not require an extensive “break-in,” although we recommend you limit your maximum speed to 55 mph (90 km/h) or the lawful speed limit during the first 1000 miles (1600 km). Also, try not to drive continuously at the same speed, as parts tend to better adjust themselves to other parts if various speeds are used during the 1000 miles (1600 km). Approximately 100 miles (160 km) of city or 1,000 miles (1600 km) of highway driving is required to fully break in a new set of brake linings. Repeated heavy stops should be avoided during this period.

Don't expect top fuel economy until at least 4000 miles (6400 km). All engines use more fuel until they are well broken in. Conserve fuel by avoiding fast starts.

New cars should be driven for 1000 miles (1600 km) before trailer towing.

A break-in oil is not used. The oil in the engine crankcase is the same specified type as you will use in regular changes. Change the oil and replace the filter at the regular time or mileage interval given in the maintenance schedules of this guide. Don't add anti-friction compounds or special “break-in” oils during the first few thousand miles of operation, since these additives prevent piston ring seating.

It is normal for the engine to consume oil before the first recommended scheduled maintenance oil change.



## **GETTING TO KNOW YOUR CAR**

### **Economy Driving Tips**

To operate your car as economically as possible, use the following driving suggestions:

1. Always keep your tires inflated to the recommended pressure for longer tire life and fuel economy.
2. Accelerate moderately; but do not creep. Get into high gear quickly so that the engine can operate economically.
3. Avoid speeding up and slowing down. Maintain a level pace and flow with the traffic.
4. Try to time the traffic signals so that you stop as little as possible. Long idling periods and fast acceleration are causes of greater fuel consumption.
5. Maintain a moderate speed on the highway. At higher speeds, gasoline consumption rises sharply.
6. Keep your engine tuned-up and keep other maintenance work on schedule for longer life of all parts and lower operating costs.
7. Keep your distance from other cars and be alert to avoid sudden stops. This will greatly reduce wear on your brake linings and pads.

## **SPECIAL SITUATIONS**

### **Spare Tire**

Your spare tire and jack are stowed in the trunk compartment (in station wagons, they are stored inside the right quarter trim panel). Refer to the illustrated instruction sheet attached to the inside of the trunk lid for directions on jack usage and stowage. Station wagon instructions are located inside the right quarter trim panel cover.

### **Station Wagon Tire Removal**

Unlock the cover by rotating the retaining latch inward. Pull the upper edge of the cover from its position below the quarter window, and lift the cover from the floor channel.

## SPECIAL SITUATIONS

You can remove the station wagon spare tire using the extractor, which is a flexible sling under the spare tire. To remove the tire, remove the retaining wing nut and plate, and pull the handle on the sling straight up and to the left. To stow the tire, drop the sling into the wheel well, making sure it is centered in the bottom of the well, then put the spare tire in the well.

### **Collapsible Spare Tire**

The collapsible spare tire is stowed deflated. A can of tire inflation propellant is provided with the tire and is located in the luggage compartment. Be sure to read all the instructions on the can and on the wheel decal before use. Additional cans of inflation propellant are available from your Ford or Lincoln/Mercury dealer.

Before inflating, mount the spare tire on the car axle with the valve at the bottom; slightly tighten all lug nuts. Inflate the tire by pushing the inflator bottle onto the valve stem until the sound of gas entering can be heard. One minute after the sound stops, remove the inflator and replace the valve cap. When first filled, the tire may not appear fully inflated. In this case, driving slowly for the first mile will increase the pressure in the tire.

**NOTE** — The collapsible spare tire is provided for temporary, emergency use only. Continuous use as a road tire should be avoided.

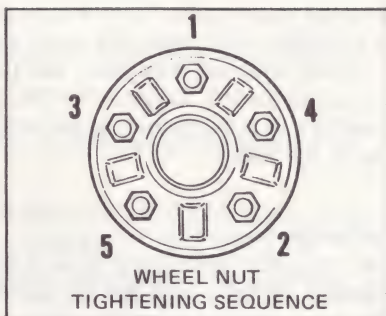
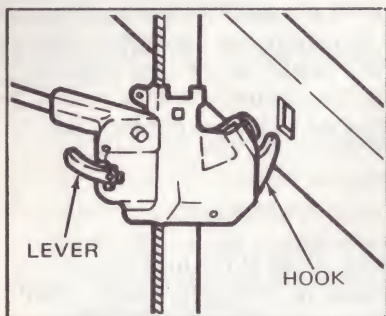
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### **CAUTION —**

- Do not attempt to repair or remove the collapsible tire from the wheel.
  - Mount the tire on the axle before inflating.
  - Inflate with approved canister only.
  - Do not exceed the maximum vehicle load rating.
  - Do not use tire chains with this tire.
  - Do not exceed 50 mph (80 km/h). Adjust tire pressure per the tire placard as soon as possible.
- 

Remove the collapsible spare at the earliest opportunity: deflate to store by removing the valve stem core. Avoid inhaling the discharged propellant. When tire is fully deflated replace valve stem core and obtain a new canister. The can of tire inflation propellant contains enough propellant for one application. Additional cans are available from your Ford or Lincoln/Mercury dealer.

## SPECIAL SITUATIONS



### Changing a Tire

In the event of sudden tire failure, avoid heavy brake application, maintain a straight line while decreasing speed, and slowly move to a safe, off-road position. Park the car on a level spot, put the selector lever in P (PARK), and set the parking brake. Turn on the hazard flasher system.

---

**CAUTION** – Never attempt repairs on heavily traveled roads or highways. Always get completely off the road before trying to change a tire. If you cannot find a firm, level place off the road, call for a service truck. Also, do not put any portion of your body under the vehicle, or start the engine while the car is on the jack.

---

Follow this procedure to change the tire:

1. Block the wheels.
2. If your car is equipped with rear fender skirts, remove the skirt by pushing the release handle (located at the rear underside of the skirt) upward and inward and then pulling the skirt down.
3. Remove the spare tire from stowage.
4. Lean the tire against the car near the tire to be changed.
5. Pry the wheel cover or hub cap off with the tapered end of the jack handle.



## SPECIAL SITUATIONS

6. Loosen the wheel nuts one-half turn each, but do not remove them until the tire is raised off the ground.
7. Assemble the jack by inserting the bottom of the jack post into the base. The bottom of the post is smooth and will enter far enough to rest against the bottom of the base.
8. Pull upward on the small lever near the jack handle socket. Slide the movable portion of the jack assembly up to meet the bumper.
9. Align the jack hook with the right or left slot in the bumper, insert hook into slot, and check for a snug fit.
10. Adjust the jack position so the bottom of the column is slightly angled in toward the car.
11. Insert the handle in the jack. Move the handle up and down until the tire is off the ground. Be careful that the jack position doesn't change, or the jack could slip.
12. Remove the wheel nuts. Pull the tire and wheel off and immediately replace it with the spare.
13. Replace the wheel nuts with the beveled edges facing inward. Tighten them snugly and carefully. Don't attempt to tighten them fully until you lower the car, or the car could be forced off the jack.

NOTE — If you are using the collapsible spare tire, follow the instructions on the canister and continue with step 14.

14. Place the small lever, located near the jack handle socket, in the down position to lower the car. Lower the jack, moving the handle up and down as you did to raise the car. Keep a firm grasp on the handle during this operation.
15. Tighten each of the nuts fully in a diagonal sequence as shown in the illustration. Install the valve extension from the replaced tire onto the spare.
16. Align the wheel cover with the valve stem extension matching the hole in the cover. Install the cover and be sure it is snapped in place all the way around.
17. Install fender skirt (if so equipped).
18. Stow the tire and jack and properly secure.
19. Unblock the wheels.

## SPECIAL SITUATIONS

### Use of Jumper Cables

The following instructions for starting your car with jumper cables contain precautions that you should observe to avoid possible injury to yourself or damage to your car. If you are unsure about this procedure, seek the help of a competent garage or towing service.

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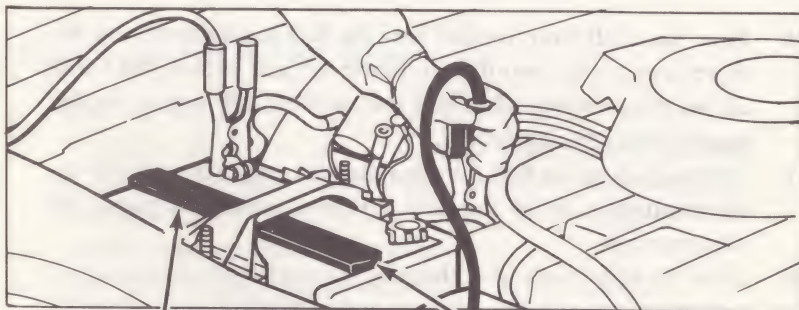
**CAUTION** — Use only a 12-volt Jumper System. You can damage a 12-volt starting motor and ignition system beyond repair by connecting it to a 24-volt power supply (two 12-volt batteries in series, or a 24-volt motor generator set).

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**WARNING** — Batteries contain **SULFURIC ACID**. Avoid contact with skin, eyes, or clothing. Also, shield your eyes when working near the battery to protect against possible splashing of the acid solution. In case of acid contact with skin, eyes, or clothing, **FLUSH IMMEDIATELY WITH WATER FOR A MINIMUM OF 15 MINUTES**. Get “on-the-spot” medical attention immediately. If acid is accidentally ingested, drink large quantities of water or milk, followed by milk of magnesia, a beaten egg, or vegetable oil. Call a physician immediately.

Hydrogen and oxygen gases are produced during normal battery operation. This gas mixture can explode if flames or sparks are brought near the battery. When charging or using a battery in an enclosed space, always provide ventilation. Do not smoke.

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**POISON - CAUSES SEVERE BURNS**

CONTAINS SULFURIC ACID. AVOID CONTACT WITH SKIN, EYES OR CLOTHING. ANTIDOTE: EXTERNAL: FLUSH WITH WATER. INTERNAL: DRINK LARGE QUANTITIES WATER OR MILK. FOLLOW WITH MILK OF MAGNESIA, BEATEN EGG OR VEG. OIL. CALL PHYSICIAN IMMEDIATELY. EYES: FLUSH WITH WATER FOR 15 MINUTES AND GET PROMPT MEDICAL ATTENTION. KEEP OUT OF THE REACH OF CHILDREN.

**DANGER**

BATTERIES PRODUCE EXPLOSIVE GASES. KEEP SPARKS, FLAME, CIGARETTES AWAY. VENTILATE WHEN CHARGING OR USING IN ENCLOSED SPACE. ALWAYS SHIELD EYES WHEN WORKING NEAR BATTERIES.

**NOTE** — The battery has safety vent caps with above warnings.

## SPECIAL SITUATIONS

Use particular care when connecting a booster battery to prevent sparks. Before jump starting, turn the heater A/C blower "ON" and leave it on after the engine starts until after the jumper cables are removed. Turn all the lights "OFF" before jump starting and leave them off after the engine starts until after the jumper cables are removed. To jump start: (1) connect ends of one cable to positive (+) terminals of each battery, (2) connect one end of other cable to negative (-) terminal of "good" battery, (3) connect other end of cable to engine block on vehicle being started (NOT TO NEGATIVE (-) TERMINAL OF BATTERY). Use the starting instructions in the "Getting to Know Your Car" section of this guide. To prevent damage to other electrical components on vehicle being started, make certain that engine is at idle speed before disconnecting jumper cables. When disconnecting cables, remove cable from engine block before disconnecting cable from battery positive terminal.

When lifting a plastic cased battery, excessive pressure on the end walls could cause acid to spew through the vent caps. Lift with a battery carrier or with your hands on opposite corners.

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### Pushing and Towing

Vehicles equipped with automatic transmissions cannot be started by pushing. Follow the directions under Use of Jumper Cables.

To tow your car, make sure the parking brake is released and the transmission shift lever is in N (NEUTRAL). The transmission and rear axle must be in proper working order before pushing or towing. To move a car with an inoperative transmission or rear axle, you must raise the rear wheels and tow the car from the rear.

If the car is being towed with the rear wheels on the ground, do not exceed 30 mph (50 km/h) or a distance of 15 miles (25 km). If this is not possible, tow the car with the rear wheels raised off the ground.



## **SPECIAL SITUATIONS**

### **Trailer Towing**

It is important to your safety and to the care of your car to use the proper trailer towing equipment and to follow vehicle and trailer loading recommendations.

Your dealer will supply you with information on required and recommended trailer towing equipment. The optional Trailer Towing Packages, available from your dealer, are designed for your convenience in obtaining the equipment which is required for towing each Class of trailer. The following is some general information which you may find helpful.

#### **Hitches**

There are currently two types of hitches in common use—the simple load-carrying for light trailers and the load-equalizing (weight-distributing) for medium and heavy trailers.

**LOAD-CARRYING HITCH** — This type of hitch places the entire tongue load of the trailer on the rear wheels of your car and therefore is designed for use with **CLASS I** trailers (up to 2000 pounds, 907 kilograms gross loaded weight and 200 pounds, 91 kilograms maximum tongue load).

**LOAD-EQUALIZING HITCH** — This type of hitch distributes the tongue load to all four wheels of your car and a portion of this weight back to the trailer wheels. These hitches are designed for towing **CLASS II** trailers (up to 3500 pounds, 1588 kilograms gross loaded weight and 500 pounds, 227 kilograms tongue load) or **CLASS III** trailers (up to 7000 pounds, 3052 kilograms gross loaded trailer weight and 800 pounds, 363 kilograms tongue load).

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**CAUTION** — Bumper hitches are not recommended. However, a multi-clamp type hitch is safe as long as it is properly installed and you follow the usage and towing instructions of a reputable trailer agency. Single clamp hitches and hitches which attach to the car's axle should never be used.

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### **Vehicle Loads**

**NOTE** — In no case should you exceed the gross axle load rating (GAWR) as shown on the Vehicle Certification Label.

## **SPECIAL SITUATIONS**

**CLASS I TRAILERS** — To figure the vehicle load for CLASS I (light) trailer towing, add the actual weight of the driver, passengers, luggage, and the static tongue load of your trailer. If additional equipment has been added to your car since delivery, don't forget to include this weight in figuring the load. If you don't know the individual weights of the driver, passengers, luggage, extra equipment, and tongue load, here is another method for calculating your total vehicle load. First, weigh your car without the driver, passengers, and luggage. Then weigh your car with the driver, passengers, luggage, and trailer attached. Subtract the two weights to determine the vehicle load. If the vehicle load is greater than the rated load capacity shown on the tire decal, remove enough weight from the vehicle to bring the load down to the rated load capacity.

**CLASS II AND III TRAILERS** — To figure the vehicle load for CLASS II (medium) or CLASS III (heavy) trailer towing, first weigh your car without the driver, passengers, and luggage. Record this information. Now hook up the trailer to your car and adjust the hitch spring bars until the car and trailer are level. With the trailer hooked to the car, weigh the car with the driver, passengers, luggage, and optional collapsible spare tire, if so equipped. Record this figure. Now, subtract the weight of the car without the trailer from the weight of the car with the trailer. Compare this load to the allowable load for your vehicle which is shown on the tire decal. Weight in excess of the amount shown on the tire decal can cause rapid tire wear and must be removed.

### **Trailer Brakes**

Separate trailer brakes are recommended and required on most trailers weighing over 1500 pounds (680 kilograms). Check your state or provincial requirements. Electric brakes, either manual or automatic, or surge-type hydraulic trailer brakes are considered safe systems if properly installed and adjusted as recommended by their manufacturer. Be sure your brakes conform to local and Federal regulations.

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**CAUTION** — Do not couple a trailer hydraulic brake system directly to the car brake system.

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### **Trailer Lights**

Equip your trailer with lights that conform to Federal and local regulations.

## SPECIAL SITUATIONS

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**CAUTION** – Do not connect a trailer lighting system directly to the lighting system of the car. See your local Recreational Vehicle dealer or trailer rental agency for the correct type of wiring and relays for your trailer.

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### **Installation and Adjustment Procedure**

#### **Load Equalizing Hitch With Adjustable Level Air Shock Absorbers**

The following procedure must be followed when installing an equalizer trailer hitch on a car with the adjustable level air shock absorbers.

1. Load car with the normal luggage that is carried while towing.
2. Level the car using the manual leveling system.
3. Install the equalizing hitch and sit ball height as recommended by the manufacturer.
4. With vehicle and trailer on a level surface, hook up trailer and adjust tension on the equalizing bars per hitch manufacturer's specifications. **DO NOT CHANGE LOAD LEVELING SYSTEM AIR PRESSURE WITH TRAILER ATTACHED.**
5. As long as the trailer tongue load is not significantly changed, it is not necessary to go through this procedure on future trailer hook-ups provided the air pressure has not changed.

#### **Adjustable Level Air Shock Absorbers**

The optional adjustable level air shock absorbers are available with all vehicle options, including the Class III trailer towing package. The load leveler option allows you to level the rear of the car under various loaded conditions.

You can inflate or deflate the rear shock absorbers, as needed, at the fill valve, located under the hood on the left front fender apron, to bring the car back to the normal design ride height.

We recommend that you proceed as follows when you plan to use the load leveling system:

1. Make sure that all tires are at the recommended pressure.
2. Measure and record the distance from the rear fender opening to ground before you load the car, with 18-20 psi (124-138 kPa) pressure in the system.
3. Load the car.



## SPECIAL SITUATIONS

4. Pressurize the load leveling system through the fill valve until the car looks level, then check the rear fender opening to ground measurement again. Do not pressurize over 90 psi (620 kPa).
  5. Add more air, or bleed air from the system until the fender opening to ground measurement is the same as you recorded in step 2, above.
  6. After you have unloaded the car, deflate the system at the fill valve to the residual pressure of 18-20 psi (124-138 kPa), or until the rear fender opening to ground measurement is the same as you recorded in step 2, above, then check the air pressure in the shocks at the earliest opportunity. The 18-20 psi (124-138 kPa) residual pressure is necessary to prevent scuffing of the rubber boots on the shock absorbers.
- 

**CAUTION** – Never pressurize the system over 90 psi (620 kPa), even under full load. Do not use the load leveling system to raise the rear of the car above the normal unloaded height. If the car is driven in this manner for an extended period of time, severe damage may be sustained by the shock absorbers and the shock absorber mounting brackets. This damage is excluded from the warranty.

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### Safety Chains

If the connection between your car and your trailer should fail, your trailer would wander dangerously across other lanes of traffic. To prevent this, safety chains connecting the car and trailer are required in most areas. Cross the safety chains under the trailer tongue to help support the tongue in case of failure. Be sure to leave enough slack in the chains to allow for turning corners.

### Trailer Towing Tips

Before starting on a trip, practice turning, stopping, and backing in an area away from heavy traffic to gain experience in handling the extra weight and length of the trailer. Take enough time to learn the “feel” of the car-trailer combination before starting out on a trip.

## SPECIAL SITUATIONS

Skillful backing requires practice. Back very slowly, with someone outside at the rear of the trailer to guide your efforts. Place your hand at the bottom of the steering wheel and move it in the direction you want the rear of the trailer to swing. Make small corrections instead of exaggerated ones — a slight movement of the steering wheel will result in a much larger movement of the rear of the trailer.

Allow considerably more room for stopping when the trailer is attached. If you have a manual brake controller, apply the trailer brakes first when approaching a stop, if possible. Trailer brakes are also handy for correcting trailer side sway. Just touch them for a moment without using your car brakes and the trailer should settle down and track steadily again.

Check the tire decal for car tire pressure. It is recommended for all models except station wagons, that when you tow a trailer, you should increase the tire pressure by 4 psi (28 kPa) over that shown on the tire decal. But do not exceed the maximum cold inflation pressure (psi) molded on the tire sidewall. Over or under inflation of tires can lead to premature tire failure and possible loss of vehicle control.

**NOTE** — For the best handling and riding comfort of your car, always maintain the specified differences between front and rear tire pressure.

To assist in attaining good handling of the car-trailer combination, it is important that the trailer tongue load be maintained at approximately 10-15 percent of the loaded trailer weight but not to exceed 200 (91 kg) light duty — 500 (227 kg) medium duty — 800 (363 kg) heavy duty pounds.

Check everything before starting out on the road. But don't be satisfied with that. After you traveled about 50 miles (80 kilometres), stop in a protected location and double-check your trailer hitch and electrical connections for security. Also examine the trailer wheel lug nuts for tightness.

**ROUTINE SERVICE**

**Gasoline**

**Filler Cap**

The fuel filler cap is a pressure-vacuum relief type, with two-position locking tabs. To remove the cap, turn it to the left until the first set of tabs unlocks. Continue to turn the cap to the left while pulling outward and the second set of tabs will unlock, allowing you to remove the cap. To install the cap, place it on the filler neck and turn it to the right until both sets of tabs lock. See your dealer for proper replacement cap for the type of fuel vapor emission system on your car.

**Gas Tank Refill Capacity**

The refill capacity of your passenger car's gas tank is about 24.2 U.S. gallons or 20.2 Imperial gallons (91.6 Litres). If you own a station wagon, the refill capacity of its gas tank is about 21 U.S. gallons or 17.5 Imperial gallons (79.5 Litres).

**Fuel**

The engine in your car is designed to operate on **UNLEADED FUEL ONLY** (cars sold in the United States and some Canadian vehicles). Leaded fuel can damage the catalytic converter and affects other emission control components. When the engine is adjusted to recommended specifications, you may use a fuel with a minimum octane rating as designated by the following:

Research Octane Number (RON) .....	91
Average of Research Octane Number and Motor Octane Number (Antiknock Index) .....	87

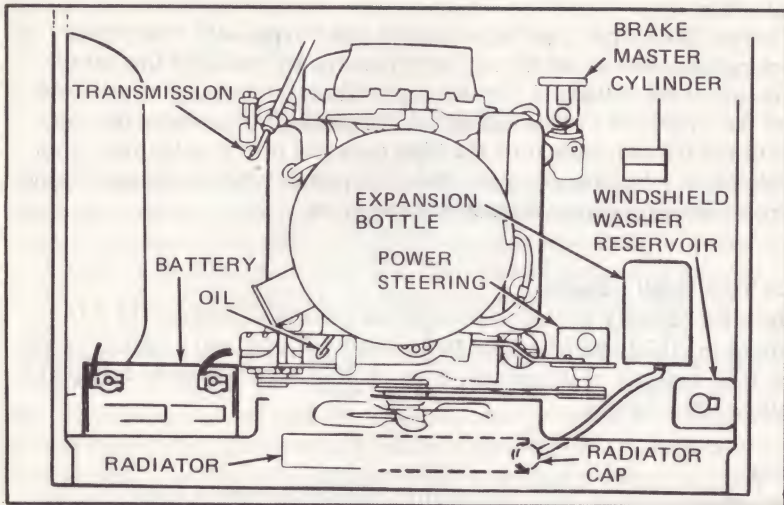
Octane rating and unleaded fuel availability may vary between gasoline stations. If you plan to drive your vehicle outside the United States, or Canada, make sure the correct type and rating of gasoline is available in the area you expect to visit.

Cars sold in Canada may be operated on "regular" leaded gasoline and "unleaded" gasoline depending on the engine application. "Regular" leaded gasoline may be used unless designated on the instrument panel and gasoline filler door that the car is to be operated on **UNLEADED GASOLINE ONLY**.



## ROUTINE SERVICE

### Checking Fluid Levels



### Coolant

The engine cooling system in your car is filled at the factory with a solution of Ford Cooling System Fluid and water which will protect your car to -20 degrees F (-30 degrees C) (-35 degrees F (-35 degrees C) in some northern districts of the U.S., Alaska, and Canada). Since the coolant contains rust and corrosion inhibitors, you should leave it in the car year around. Refer to the maintenance schedule for recommended coolant change intervals.

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**WARNING – NEVER** remove the radiator cap under any conditions while the engine is operating. Failure to follow these instructions could result in damage to the cooling system or engine and/or personal injury.

To avoid having scalding hot coolant or steam blow out of the radiator, use extreme care when removing the cap from a hot radiator. If possible, wait until the engine has cooled, then wrap a thick cloth around the radiator cap and turn it slowly to the first stop. Step back while the pressure is released from the cooling system. When you are sure all the pressure has been released, press down on the cap (still with a cloth), turn and remove it.

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## **ROUTINE SERVICE**

**CHECKING COOLANT LEVEL** — Check the protection level of the coolant at least once a year, just before winter. Maintain a protection level of at least -20 degrees F (-30 degrees C) to maintain anti-rust protection and to assure proper engine operating temperature.

Check the coolant level in your car radiator at least once a month, preferably when the engine is cool.

Maintain the coolant level in the radiator to within 2½ to 4 inches below the filler neck seat on the radiator when the coolant is cold. Do not add coolant to the expansion bottle.

Whenever you do add coolant to your car radiator, use equal parts of water and Ford Cooling System Fluid or equivalent. If you have to add coolant more than once a month, or if you have to add more than one quart at a time, have your dealer check the cooling system for leaks.

**COOLANT SPECIFICATION** — Use only a permanent-type coolant that meets Ford Specification ESE-M97B18-C, such as Ford Cooling System Fluid. Do not use alcohol or methanol antifreeze or mix them with the specified coolant.

You can use plain water to fill your cooling system in an emergency, but replace it with the specified coolant as quickly as possible to avoid damage to the system. When you are using only water in the system, do not let the engine run hot.

Do not use any antifreeze or summer coolant fluids containing salts, such as sodium chloride, calcium chloride, lithium acetate, etc. These products are generally corrosive to the cooling system metals and will usually result in plugging of system passages or cause leaks.

**CHECKING HOSES** — Inspect all engine and heater system hoses for deterioration, leaks, and loose hose clamps as specified in the maintenance schedule. Repair or replace as necessary.

### **Engine Oil Level**

Because it is normal to add some oil between oil changes, have your engine oil level checked each time you stop for gas. Keep the oil level within the SAFE range or above the ADD mark on the dipstick by adding oil as required. (DO NOT OVERFILL.)

## ROUTINE SERVICE

**CHANGING OIL AND FILTER** — Change your car's engine oil at the intervals shown in the maintenance schedule, and the filter at the first oil change and then at alternate oil changes thereafter. Under normal driving conditions, you don't need to change more often if you use oil and filters of the recommended quality.

Your new car is equipped with a Motorcraft Long-Life Oil Filter. A filter of this quality should be used throughout the life of the car. It is designed to protect your engine by filtering all harmful, abrasive, or sludgy particles without clogging up or blocking the flow of oil to vital engine parts.

Use a Motorcraft Long-Life Oil Filter or one of equal quality which meets Ford engine oil filter specification number ES D5ZF-6714-AA or ES D5ZF-6714-BA.

Change your oil and filter more frequently if your car operation includes extended periods of idling or low-speed operation, towing trailers, driving for a long time in cold temperatures, or driving short distances.

**OIL QUALITY** — To help achieve proper engine performance and durability, it is important that you use only engine lubricating oils of the proper quality in your car's engine. Proper quality oils also provide maximum efficiency for the crankcase ventilating system which reduces air pollution. Use only those oils that meet Ford Specification ESE-M2C144-A or API Classification SE or SE/CC.

**NOTE** — Oils of the above classifications which also meet API Classification CD are not recommended unless: The oil supplier indicates they contain a minimum of 0.1 weight percent phosphorus as zinc dialkyldithiophosphate (alkyl zinc) or a high quality fully formulated zinc dialkyldithiophosphate oil conditioner such as Ford Part Number D2AZ-19579-A is added at each oil change in a quantity sufficient to provide a minimum of 0.1 weight percent phosphorus as zinc dialkyldithiophosphate (16 ounces (473 mL) of conditioner to 5 quarts (4.7 L) of oil).

It is best not to mix different brands of lubricants and oils, because sometimes they are not compatible and deteriorate when mixed. Stay with one brand to assure compatibility.

**OIL VISCOSITY** — When you change or add oil, select oil with the proper viscosity. Check the accompanying table and select the oil which most closely matches the temperature range you expect to encounter.



## ROUTINE SERVICE

### Multi-Viscosity Oils

When Outside Temperature is Consistently	Use SAE Viscosity Number
Below + 32°F (0°C)	5W-30*
-10°F (-23.0°C) to + 90°F (32.2°C)	10W-30
-10°F (-23.0°C) to + 90°F (32.2°C) and above	10W-40
Above + 10°F (-12.2°C)	20W-40

### Single Viscosity Oils

When Outside Temperature Is Consistently	Use SAE Viscosity Number
-10°F (-23.0°C) to + 32°F (0°C)	10W
+ 10°F (-12.2°C) to + 60°F (15.6°C)	20W-20
+ 32°F (0°C) to + 90°F (32.2°C)	30
Above + 60°F (15.6°C)	40

\*If your car will be operating continuously, which will impose maximum loads on the engine, or if you are driving at sustained high speeds above 60 mph (100 km/h), use the next heavier viscosity oil.

## Transmission Fluid Level

The fluid level in your vehicle's transmission should be checked occasionally. The most convenient time would be when other engine compartment or "under vehicle" maintenance is being performed.

To check the fluid level in your automatic transmission, first start the engine and run it until normal operating temperatures and engine idling conditions are stabilized. Then, apply the brakes and move the transmission shift lever through all of the gear positions, allowing enough time in each range to engage the transmission. Stop at the P (PARK) position and apply the parking brake. With the engine still running and the car on a level surface, wipe off the dipstick cap located at the extreme right rear of the engine. Pull the dipstick out of the transmission filler tube, wipe it clean, and **PUSH IT ALL THE WAY BACK INTO THE TUBE**. Pull the dipstick out and check the level. The fluid level should be between the ADD and FULL marks.

## **ROUTINE SERVICE**

**ADDING FLUID** — If you have to add fluid to your car's automatic transmission, add enough fluid through the filler tube to bring the level above the ADD mark on the dipstick, but not above the FULL mark. Be careful not to overfill the transmission because foaming and loss of fluid through the vent may cause the transmission to malfunction. When you install the dipstick **MAKE SURE IT IS FULLY SEATED IN THE TUBE.**

Your car's automatic transmission fluid is a high quality, long lasting lubricant. When it is necessary to add fluid, use Ford Automatic Transmission Fluid or a fluid that meets Ford Specification ESW-M2C33-F (Type F) or ESP-M2C138-CJ depending on which automatic transmission your car is equipped with. Check transmission dipstick to determine which fluid to use.

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**CAUTION** — Use of a fluid other than specified could result in transmission malfunctions and/or failure.

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### **Rear Axle Fluid Level**

The rear axle lubricant level and quality should not deteriorate under normal driving conditions. However, it is suggested that you have the fluid level checked occasionally. The most convenient time would be when your vehicle is raised on a hoist for another reason, such as oil changes, lubrication or other repairs. If lubricant is required, add only lubricant meeting Ford specifications ESW-M2C105-A for conventional axles or ESW-M2C119-A for locking differentials.

### **Suspension and Steering**

**INSPECTING FOR ROAD DAMAGE** — The suspension and steering linkage in your vehicle should be inspected periodically for abnormal looseness and damaged seals. Having the mechanic inspect it when your car is on a hoist for another reason, such as oil change or other scheduled maintenance, would be the most convenient time.

### **Power Steering Fluid Level**

Before checking the power steering fluid level in your car, let the engine run until it has reached normal operating temperature. With the engine at idle, turn the wheels back and forth several times to get any air out of the steering system. Then stop the engine and check the fluid level on the dipstick. The level must be between the FULL mark and the end of the dipstick.

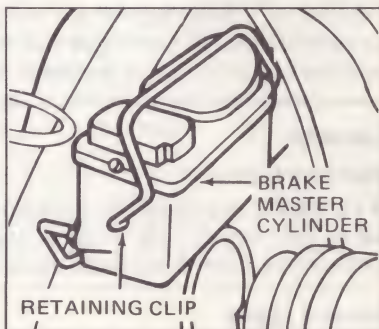
## ROUTINE SERVICE

**ADDING FLUID** — If you have to add fluid to the power steering system, add just enough to bring the level up to its correct point. Do not overfill the system. Use only a fluid that meets Ford Specification ESW-M2C128-C such as Ford Power Steering Fluid.

### Brake Fluid Level

**CHECKING FLUID LEVEL** — When checking the brake fluid reservoir level carefully clean the filler cap before removing. The fluid level on a new vehicle should be full to 1/4 inch (6.35 mm) from the top.

The fluid level in reservoirs servicing disc brakes will decrease with accumulated mileage. This is a normal condition associated with wear of the disc brake linings.



**ADDING FLUID** — If the fluid level is low, top off. If the fluid level is excessively low, inspect the brake linings for wear and/or the brake system for possible leaks. Add only a DOT 3 heavy duty fluid meeting Ford Specification ESA-M6C25-A such as Ford Heavy Duty Brake Fluid.

### Battery

Keeping the top of the battery clean and dry will give you longer, trouble-free operation. Also, make certain the battery cables are tightly fastened to the battery terminals. If there is any corrosion on the battery cables or terminals, remove the cables and clean the cables and terminals with a wire brush. Neutralize the acid with a solution of baking soda and water. Periodically apply a small quantity of grease to each battery terminal to prevent corrosion.

**CHECKING WATER LEVEL** — Check the water level in the battery at least every three months in temperatures up to 80 degrees F (26.6 degrees C) and more often in temperatures above 80 degrees F (26.6 degrees C). Keep the water level in each cell up to the **FILL TO RING** mark.



## ROUTINE SERVICE

If the water level gets low, you can add plain tap water to the battery, provided the water isn't hard or doesn't have a high mineral or alkali content. However, if possible refill with distilled water. If the battery needs water quite often, have the charging system checked for a possible problem.

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**CAUTION** — Keep lighted tobacco, or any other flame or spark, away from open battery. Hydrogen and oxygen, which is a highly combustible mixture of gas, is always present in the cells.

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### General

#### Checking Lights

It's good safety practice to check your headlights, taillights, brake stop-lights, turn signals, side markers, and hazard flasher system each day. Replace any burned-out bulbs immediately and clean any dirty lenses.

#### Cleaning Lights

Dirty lights reduce night vision distances. Not only is your vision distance reduced with dirty lights, but oncoming drivers can't see your car as soon either. That's why it's important to keep all your lights clean at all times. In between car washes, periodically wipe your lights with a cloth. It's also a good practice to clean your license plates when you clean your lights.

#### Cleaning Heated Rear Window

To prevent damage to the conductors, which are bonded to the interior surface of the rear window, never use sharp instruments or window cleaners containing abrasives to clean the interior surface of your rear window.

#### Windshield Wiper Blade Maintenance

For maximum wiper effectiveness the windshield and wiper blades must be kept clean. Foreign matter on the windshield or wiper blades may cause streaking or smearing. If blades do not clean properly, wash the windshield and wiper blades with undiluted Ford Ultra-Clear. Rinse with water while rubbing with a clean cloth. (An equivalent cleaner or mild detergent may be substituted for Ultra-Clear.) For access to the blades turn ignition to accessory with the wipers on, when wiper blades are approximately vertical turn ignition off.

If you find cracks or breaks in the rubber, replace wiper blades with new Ford elements.

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**CAUTION** — Do not allow wiper blades to come in contact with gasoline, kerosene, paint thinner, or similar solvents.

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## **ROUTINE SERVICE**

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**CAUTION** – Do not manually move the wiper arms across the windshield, or you will damage the wiper arms and pivots.

---

### **Refilling Windshield Washer Reservoir**

The windshield washer reservoir is in the left front corner of the engine compartment. To make sure you always have a clean windshield, keep the reservoir full. It's best to use special solutions when refilling, because they contain additives which dissolve road grime, and allow you to use the washers in cold weather. We recommend the use of Ford Ultra-Clear Windshield Washer Solution or equivalent in the reservoir.

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**CAUTION** – Be careful that you don't add radiator coolant to the windshield washer bottle, or windshield washer fluid to the cooling system.

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### **Cleaning Mirrors**

Do not clean your mirrors with a dry cloth or abrasive cleaning materials. Instead, use a soft cloth and mild detergent and water or Ford Glass Cleaner. Be extremely careful when removing ice from your outside mirror or you may damage the reflective surface.

## **Tires and Tire Care**

### **Original Equipment Tires**

The tires for your new car were selected to provide you with the best combination of reliability, traction, weight-carrying ability, stability at high speeds, tread life, and riding comfort. To obtain this balance of performance, and for your safety, you must always maintain the recommended cold inflation pressures, and stay within the load limits and weight distribution recommendations for your car.

### **Inflation Pressure Limits**

Refer to the tire decal, attached to the car on the right hand door below the door latch on the two door models, or the right of the door latch on the right hand front door on four door models for cold inflation pressures and load limits of recommended size tires.

## ROUTINE SERVICE

Each tire has its size and maximum cold inflation pressure (psi) molded on the outer side wall. By increasing pressure (up to maximum permissible pressure) you can improve fuel economy, but riding comfort may decrease.

**NOTE** – For the best handling and riding comfort maintain the specified difference between front and rear tire pressures.

### High Speed Driving

Should circumstances require that you drive continuously above 75 mph (120 km/h) for one hour or more, increase the cold inflation shown on the decal by four psi, but do not exceed the maximum cold inflation pressure shown on the tires. Continuous driving over 90 mph (145 km/h) requires using high-speed-capability tires. Driving continuously above 75 mph (120 km/h) is not recommended when the maximum cold inflation pressure of the tire prohibits a 4 psi (27.5 kPa) increase in cold inflation pressure.

### Use of Snow Tires

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**CAUTION** – Snow tires should be of a size and type equivalent to the other tires on the vehicle as recommended in the tire decal.

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Snow tires require a 4 psi (27.5 kPa) increase in the rear tire (only) cold inflation pressure above that shown on the tire pressure decal, except where such an increase would cause the inflation pressure to exceed the maximum cold inflation pressure shown on the tire. Do not drive at speeds above 75 mph (120 km/h) when using snow tires. See Trailer Towing and High Speed Driving sections for pressure adjustments recommended for these conditions.

**NOTE** – When tire chains are used, the rear fender skirts must be removed to avoid damage to the skirts.

### Tire Care

Check tire pressures often. Never over or under inflate tires. Improperly inflated tires can lead to tire failure. The cold pressure (after car has been parked for three hours or more and driven less than three miles) should



## ROUTINE SERVICE

be specified on the tire decal. It is normal for a warm tire to exceed the specified cold pressure. Do not let air out of warm tires to adjust pressure. Inspect tires often for cuts, bruises, or sharp objects embedded in the tread.

### Tire Replacement

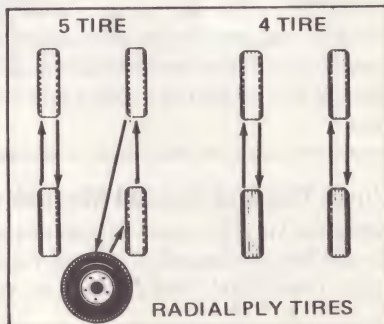
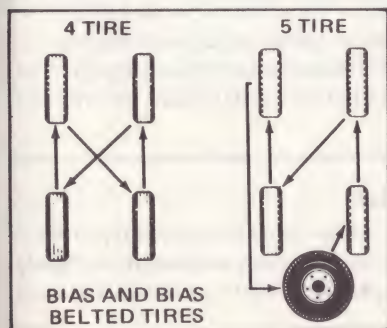
When you see a tread wear indicator appear as a solid band across the tread, replace the tire. When you are replacing tires or wheels, it is **MANDATORY** that you use only the recommended tire sizes and types listed on the tire decal attached to your vehicle. Use only wheel rim widths and offsets recommended by the car manufacturer for that tire size. Do not use tires and wheels other than those recommended because they can affect the safety and performance of your vehicle.



Make sure all tires and wheels on the vehicle are of the same size, type, and load-carrying capacity. Never mix radial, bias belted, and/or conventional-bias type tires.

Tires larger or smaller than originally installed may affect the accuracy of the speedometer. Consult your dealer about the need to change speedometer drive gears.

### Tire Rotation



Check your tires periodically for wear. If you notice abnormal wear, find and correct the cause. Then, rotate the tires as shown in the rotation diagram to allow more even wear. After rotation, readjust tire pressure to specifications listed on the tire decal. Radial tires should be rotated front to rear. Do not use any other method of rotation for radials.

## **APPEARANCE PROTECTION**

Proper maintenance will help you keep your car looking "factory new" for years to come. The following cleaning and care recommendations will provide your car with necessary appearance protection.

**NOTE** — It is very important to remember when using any chemical cleaner or polish to always follow label directions. Read all warning and cautionary statements which appear on label.

### **Washing**

Use Ford Multi-Purpose Cleaner Concentrate, or equivalent, diluted to the proper concentration, followed by a rinse with clean cold water. Do not wash car with hot water, in the direct rays of the sun, or while sheet metal is hot.

### **Polishing**

Use a Ford brand polish, or equivalent, to remove harmful deposits, and provide added protection on body surfaces.

### **Chrome and Bright Metal Care**

Frequent washing and the use of Ford Bright Metal Cleaner, or equivalent, are recommended for bumpers, body hardware, chrome-plated materials, and aluminum components. A coating of car wax (such as Ford Custom Auto Wax) should be applied, for additional protection, to aluminum wheels.

---

**CAUTION** — Do not use steel wool, abrasive type cleaner, or strong detergents containing highly alkaline or caustic agents on chrome-plated materials, aluminum wheels or anodized aluminum parts because you may damage the protective coating and cause discoloration or paint deterioration.

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### **Vinyl Top and Padded Moulding Care**

Rinse the vinyl to remove loose dirt and grime. Exceptionally dirty areas should be pre-cleaned with Ford Triple Clean, or mild soap solution. Next, apply Ford Vinyl Hardtop Cleaner, or equivalent following label directions.

Commercial hot waxes applied at automatic car washes have been known to affect the cleanability of vinyl material.

## APPEARANCE PROTECTION

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**CAUTION** – To avoid damage to the vinyl top and mouldings, use only an approved Ford cleaner, or equivalent.

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### **Cleaning White Sidewall Tires**

If the tires become very dirty or scuffed, clean them with Ford Multi-Purpose Cleaner Concentrate, Ford Triple Clean, or equivalent following the directions on the container. Avoid strong cleaners that may stain the bright metal wheel covers. When you're through, rinse the tires and wheels with plenty of clean water.

### **Cleaning Upholstery and Interior Trim**

Remove dust and loose dirt from the upholstery, trim, and floor covering with a whisk broom or vacuum cleaner. Clean vinyl surfaces with Ford Leather and Vinyl Cleaner or equivalent. Clean cloth fabrics using only the foam from a mild soap solution recommended for cleaning upholstery or carpets. Follow the instructions provided with the soap.

### **Cleaning Simulated Wood Trim Panels**

Clean caked surfaces (tobacco tars, etc.) or surface stains with any mild household detergent or Ford Spot Remover following label instructions. Remove mild abrasions (key marks, etc.) with Ford Custom Silicone Gloss, Ford Custom Auto Wax, or equivalent.

### **Cleaning Lap-Shoulder Belt Webbing**

Clean the belt webbing with any mild soap solution recommended for cleaning upholstery or carpets; follow the instructions provided with the soap.

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**CAUTION** – Do not bleach or redye the webbing because this may weaken it.

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## **MINOR TROUBLESHOOTING GUIDE**

### **If Steering Wanders or Pulls**

This condition can be caused by one or more of the following. If the reason is found to be mechanical, have the problem corrected as soon as possible.

- Soft tire(s) — low inflation pressure
- High crown in center of roadway
- High cross-winds on open roads
- Wheels out of alignment
- Steering gear preload out of specification
- Car overloaded or unevenly loaded

### **If the Car Steers Hard**

This can be caused by low air pressure in the tires, by misalignment of the front wheels, low fluid level in the power steering reservoir, low engine idle speed, or loose drive belts. Have these areas checked and corrected.

### **If the Brakes Do Not Grip Well**

This condition could be caused by one or more of the following. If the reason is found to be mechanical, have the problem corrected immediately.

- After driving through deep water, gently apply the brakes several times as the car is moving slowly, in order to dry off the lining material.
- Let the brakes cool if you have been using them abnormally, as in mountain driving or after several fast, high-speed stops.
- Low master cylinder fluid level.
- Leak in the brake system. Check warning light for burned out bulb. See starting instructions at the beginning of this manual on how warning light operation is checked.

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**CAUTION** — If the BRAKE warning light goes on, this is an indication of a malfunction in the brake system. Immediate attention and correction of the problem is necessary. Do not drive the vehicle until the situation has been corrected.

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## GENERAL WARRANTY AND MAINTENANCE

### General Maintenance Checklist

Listed below are vehicle checks that should be made periodically either by the owner or a qualified technician. It is recommended that deficiencies be brought to the attention of your dealer or other qualified automotive service outlet, as soon as possible, so advice regarding the need for repairs or replacement can be obtained.

Services required are not covered by the warranty and you will be charged for the labor, parts, and lubricants used.

Maintenance Operation	Frequency — Observation
Inspect wheels and tires for damage and tighten lug nuts	Periodically or if wheels are noisy
Balance and rotate wheels and tires	Tires show uneven wear pattern or vibrate
Replace tires	When tread wear indicator appears
Front suspension check	Abnormal tire wear
Check tire air pressure	At least monthly
Check power steering reservoir	Each time engine oil is checked or when fueling car
Inspect steering mechanism	Hard steering, excessive free play, or unusual noise
Check parking brake operation	Excessive foot pedal travel required, brake will not hold car, or rapid rear brake wear
Check air conditioning system	At beginning of warm weather season
Check headlight alignment	Light beam appears improperly aimed
Inspect exterior lights and replace bulbs as required	When performing regular car services (fueling, cleaning, etc.)
Check operation of turn signals, high beam indicator, and hazard flashers	When performing regular car services (fueling, cleaning, etc.)
Check operation of engine warning lights	Each time engine is started
Check accelerator pedal operation	If uneven pressure is observed or pedal does not function smoothly
Inspect brake system components	When brake light glows with engine running; if brakes are noisy or brake pedal travel is excessive

# GENERAL WARRANTY AND MAINTENANCE

## General Maintenance Checklist (Continued)

Maintenance Operation Continued	Frequency — Observation Continued
Check and lubricate hood latches and auxiliary catch, hood, door, and trunk lid hinges and checks, and all lock cylinders	When performing regular car service or when noisy or hard to operate
Replace windshield wiper blade elements	Blades do not properly clean windshield after wiper blades and glass have been properly cleaned
Check windshield washer level	When fueling or after extended use
Clean body drain holes	Improper water drainage from body is suspected
Check locking of seatback latches (two door models)	Periodically (with doors closed)
Check seat belt buckles, release mechanisms, and retractor locking	Regularly
Inspect seat belt webbing for cuts or broken fibers	Regularly (replace if cut or broken)
Check horn operation	Regularly and when malfunction is suspected
Check for fluid leaks on pavement (water dripping from A/C after use is normal)	After car has been parked a while or when possible to observe underbody when vehicle is raised
Lubricate transmission controls and kickdown linkage	When moving parts and connections are sluggish in action
Check engine coolant level and add as required	When engine overheats, or once a month
Check engine oil level and add as required	When fueling vehicle
Check battery water and add as required	Every three months; more often in hot weather
Lubricate door weatherstrips	When squeaky or noisy during window operation or visual inspection shows need
Lubricate mini-vent division bar area	When mini-vent operation is sluggish
Inspect exhaust system pipes and hangers	When performing regular car services on hoist



## **GENERAL WARRANTY AND MAINTENANCE**

### **Emission Systems Warranty**

Ford warrants to the ultimate purchaser and each subsequent purchaser that his vehicle (or engine) is designed, built, and equipped so as to conform at the time of sale with the emissions regulations, applicable at the time of manufacture, issued under Section 202 of the Federal (U.S.) Clean Air Act or regulations issued under the Motor Vehicle Safety (Act) of Canada, depending upon whether the vehicle was purchased in the U.S. or Canada, and that it is free from defects in materials and workmanship which would cause it to fail to conform with applicable regulations within the period of five years or 50,000 miles (80467 km), whichever occurs first. Failures which arise as a result of owner abuse and/or lack of proper maintenance rather than from defects in material or workmanship are not covered by the warranty.

This warranty will be performed by the Selling Dealer's repairing, replacing, or adjusting, following delivery of the vehicle to his place of business, without charge for parts or labor and using Ford service parts or Ford Authorized Remanufactured Parts, any part of the emission system covered by the warranty, and determined by Ford to be not in conformity with applicable requirements. If the purchaser is traveling or has moved a long distance from the Selling Dealer or needs emergency repairs, any authorized Ford or Lincoln/Mercury dealer will perform the repairs.

Neither Ford nor any of its dealers assumes any responsibility under this warranty for loss of use of the vehicle, loss of time, inconvenience, commercial loss, or consequential damages.

To the extent permitted by law, **THIS WARRANTY IS EXPRESSLY IN LIEU** of any other express or implied warranty condition or guarantee agreement or representation by any person with respect to the emissions systems or any part thereof, including **ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS.**

## GENERAL WARRANTY AND MAINTENANCE

### Maintenance Services and Record Retention

Any claims for repairs or adjustments under this warranty must be accompanied by proof that the required maintenance has been performed at the recommended times or mileage. Claims for repairs or adjustments found to be caused by defects in materials or workmanship will not be denied solely because the vehicle or engine was not properly maintained and used. As previously stated, failures which arise as a result of owner abuse and/or lack of proper maintenance rather than from defects in material or workmanship are not covered by the warranty.

The maintenance record form which follows is for your convenience. In addition to recording the services performed you should retain copies of your receipts for the services. You also should keep records of any unscheduled emissions systems maintenance services performed on your vehicle.

#### Maintenance Record

Vehicle Identification Number \_\_\_\_\_ Warranty Start Date \_\_\_\_\_

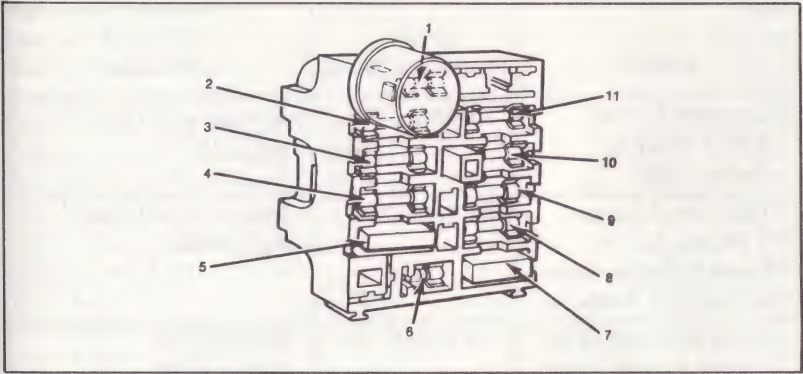
Owner Name \_\_\_\_\_ Engine Displacement \_\_\_\_\_

**IMPORTANT** — This document should remain with the vehicle at all times.

Maintenance Performed	Date	Mileage	Service Shop Name	Address

## SPECIFICATIONS AND CAPACITIES

### Fuses and Circuit Breakers



The fuse panel is located to the left of the steering column on the dash panel.

- (1) 7.5 Amp Fuse—Warning Lights — Engine Hot, Oil Pressure, Dual Brake, Alternator Indicator, Seat Belt, Parking Brake, Throttle Pos. Sol.
- (2) 15 Amp Fuse—AM, AM/FM Radio, Stereo Tape
- (3) 20 Amp Fuse—Windshield Washer, Rear Window Defogger Relay Control, Power Window Safety Relay Coil Feed, For Police Accessory Relay Coil Feed, Cornering Lights, Speed Control Feed, Rear Door Cigar Lighters, and Trunk Release (Sedans)
- (4) 25 Amp Fuse—Station Wagon Rear Window — 20 Amp Circuit Breaker (2 dr. models, Power Window)
- (5) 8.25 Amp Circuit Breaker—Windshield Wiper System
- (6) 4 Amp Fuse—Instrument Panel & Cluster Illumination — Clock, Radio, Ashtray, Headlight & Windshield Wiper Switch, Heater — A/C & ATC Control
- (7) 20 Amp Circuit Breaker—Heater or 30 Amp Fuse — A/C or ATC
- (8) 20 Amp Fuse—Back Up Lights and Turn Signals, A/C-ATC Clutch Feed
- (9) 15 Amp Fuse—Courtesy Lights Instrument Panel, R.H. & L.H. Doors, Dome, Glove Box, Cargo (Station Wagon only), Luggage Compartment, Clock Feed, Key Warning Buzzer, Seatback Latch, Illuminated Entry
- (10) 15 Amp Fuse—Hazard Flasher System and Stop Lights
- (11) 15 Amp Fuse—Cigar Lighter
- (11A) Seat Latch Feed For Tailgate Window Feed (Battery Feed)



## SPECIFICATIONS AND CAPACITIES

### Circuit Protection

Circuit	Circuit Protection Rating	Location
Headlight Circuit & High Beam Indicator Light	18 Amp C. B.	Integral with Lighting Switch
Tail, Park, License & Marker Lights; Horns & Trailer Towing Taillight Relay	15 Amp C. B.	Integral with Lighting Switch
Power Windows (4 dr models) & Seat, Automatic Seatback Latch Sol. Feed, & Door Locks	20 Amp C. B.	Attached to Starter Relay
Power Windows	20 AMP C.B.	Fuse Panel
Eng. Compt. Light, Electric Rear Window Defogger, Trailer Towing (Brakes), Trailer Towing (Lgts) Load Circuit	Fuse Link	In Wiring Harness
Electric Rear Window Defogger	30 Amp	Cartridge in Feed Under Inst. Pnl. Behind W/S Wiper S.W. Station Wagon Only
Automatic Temperature Control A/C	17 GA Fuse Link	Eng. Compt. for High Blow C.L. Veh. Between Battery Feed and Relay

## SPECIFICATIONS AND CAPACITIES

### Bulb Chart

Light Bulb Description	Trade Number
<b>Standard Equipment</b>	
Headlights — Hi & Lo . . . . .	4000
Headlights — High Beam . . . . .	4001
Front Park & Turn Signal (Hi and Lo) . . . . .	1157NA
Taillights/Stop/Turn Signal — Sedan . . . . .	1157
Taillights/Stop/Turn Signal — Sta Wgn. . . . .	1157
Back-Up Lights . . . . .	1156
License Plate Light — Sta Wgn . . . . .	194
License Plate Light — Sedan . . . . .	168
Dome Light . . . . .	561
Instrument Courtesy Light . . . . .	89
Cargo Lights — Sta Wgn . . . . .	105
Rear Side Marker Light (Sta. Wgn.) . . . . .	194
<b>Instrument Panel</b>	
High Beam Indicators . . . . .	194
Turn Signal Indicators . . . . .	194
Warning Lights — Alt—Brake—Seat Belt—Engine . . . . .	194
Instrument Illumination Light . . . . .	194
Heater Control Panel . . . . .	161
Headlight—Wiper—Wash Illumination . . . . .	161
<b>Optional Equipment</b>	
Dome Light . . . . .	211-2
Map Light . . . . .	105
Glove Box Light . . . . .	194
Cornering Lights—Hi Series . . . . .	1295
Luggage Compartment . . . . .	89
Ash Tray Light . . . . .	161
Clock . . . . .	194
Rear Window Electric Defog Light . . . . .	D3AB-18C622-AA
Engine Compartment Light . . . . .	89
Parking Brake Light . . . . .	194
Visor Vanity . . . . .	212-2
<b>Radio Pilot Light</b>	
AM . . . . .	1893
AM/FM Monaural . . . . .	1893
AM/FM Stereo . . . . .	1893
AM/FM Stereo Tape (2 req'd) . . . . .	37
AM/FM Quadrasonic Tape . . . . .	37
AM/FM Stereo Search . . . . .	37
<b>Radio Stereo Light</b>	
AM/FM Stereo . . . . .	1892

## SPECIFICATIONS AND CAPACITIES

### Lubrication Recommendations

The transmission, steering system, and rear axle in your car are filled at the factory with high-quality, long-lasting lubricants or fluids that do not require periodic draining and refilling. However, the lubricant or fluid should be checked periodically and refilled with the proper lubricant or fluid, meeting Ford technical specifications. See the Maintenance Schedule for instructions on maintaining proper fluid levels.

Item	Ford Part No.	Part Name	Ford Specification
Hinges, Hinge Checks and Pivots	C4AZ-19584-B	Polyethylene Grease	ESB-M1C106-B
Brake Master Cylinder	C6AZ-19542-A, C6AZ-19542-B	Ford Heavy Duty Brake Fluid	Δ ESA-M6C25-A
Front Suspension Ball Joints	C1AZ-19590-B	Ball Joint and Multi-Purpose Lubricant	ESA-M1C75-B
Steering Linkage	D4AZ-19590-A	Steering Linkage Lubricant	ESA-M1C92-A Type II
Steering Arm Stops	C7AZ-19590-B	Steering Arm Stop Lubricant	ESA-M1C25-A
Front Wheel Bearings	C1AZ-19590-B	Ball Joint and Multi-Purpose Lubricant	ESA-M1C75-B
Hood Latch & Auxiliary Catch	C4AZ-19584-B	Polyethylene Grease	ESB-M1C106-B
Lock Cylinders	D2AZ-19587-A	Ford Lock Lubricant	ESB-M2C20-A
Rear Axle Conventional	C6AZ-19580-E	Ford Hypoid Gear Lube	ESW-M2C105-A
Traction-Lok	D3AZ-19580-A		ESW-M2C119-A
Power Steering (Pump Reservoir)	D6AZ-19582-A	Power Steering Fluid	ESW-M2C128-C
Transmission	C1AZ-19582-A, C, D	Ford Auto. Trans. Fluid	ESW-M2C33-F Type F or ESP-M2C138-CJ D7AZ-19582-A
Engine Oil Filter	C1AZ-6731-A FL-1	Motorcraft Oil-Filter Long-Life Type	ES-D5ZF-6714-AA or ES-D5ZF-6714-BA
Engine Oil	D3AZ-19579-K (10W-40) or -G (20W-40)	Ford Motor Oil	ESE-M2C144-A or API (SE or SE/CC)
Engine Coolant	8A-19549-A	Ford Cooling System Fluid	ESE-M97B18-C
Mini-Vent Window Division Bar Area	D3AZ-19553-A	Mini-vent Window Lube	ESF-M2C113-A
Door Weatherstrips	COAZ-19553-A	Silicone Lube	ESR-M13P4-A



## SPECIFICATIONS AND CAPACITIES

### Refill Capacities (Approximate)

	<u>Engine Displacement CID</u>	<u>U.S.</u>	<u>Imp.</u>	<u>Metric Litres</u>
<b>Cooling System – Quarts</b>	351M 2V	17.2	14.3	16.3
	351M 2V (Police)	17.5	14.5	16.6
	400			
	400 (CL III TT; Police)			
	460	18.5	15.4	17.5
	460 (Police; A/C; CL III TT)	1.90	15.8	1.80
	*Add 1 qt. for oil cooler			
<b>Engine Oil** – Quarts</b> (Add 1 quart at filter change)	351, 400, 460	4.0	3.3	3.8
	460 (Police)*	6.0	5.0	5.6
<b>Fuel Tank – Gallons</b>	Passenger Car	24.2	20.2	91.6
	Station Wagon	21.0	17.5	79.5
<b>Power Steering – Pints**</b>	ALL	3.6	3.0	1.7
<b>Rear Axle – Pints</b> Axle Codes 2.47:1 Ratio All Others		4.0	3.3	1.9
		5.0	4.2	2.4
<b>Transmission—Quarts**</b> (.9464 L) (Includes cooler) (Dry system)	351 (FMX)	11.0	9.5	10.4
	400 (FMX)	11.0	9.5	10.4
	400 (C6)	12.2	10.2	11.5
	460 (C6)	12.2	10.2	11.5

\*Add 3/4 quart (.7098 L) for oil cooler

\*\*Dipstick used to determine exact fill requirements

TT – Trailer Towing A/C – Air Conditioner

<b>A/C Refrigerant Charge R-12</b>	
Pounds	4.25
Kilograms	1.93
<b>Radiator Filler Cap</b>	
PSI	16

## DEALER ASSISTANCE

Your dealer is vitally interested in your complete satisfaction with the vehicle you purchased from him. He is ready to help you with all of your maintenance and service needs — and he has the support and assistance of the Ford Motor Company with District and Regional Offices in 40 locations in the United States and Canada.

If, for any reason you are not satisfied with the service received, the following actions are suggested:

1. First, discuss the matter with your dealership Service Manager — make sure he is aware of any problem you may have and that he has had the opportunity to assist you.
2. If you are still not satisfied, seek out the Owner or General Manager of the dealership, explain the problem, and request assistance.

## DISTRICT OFFICE ASSISTANCE

For further assistance beyond that provided by your dealer, or if you are driving in an unfamiliar area and are in need of service, you may contact the nearest Ford Parts and Service Division District (U.S.) or Regional (Canada) office. The addresses and telephone numbers of these offices are listed below and on the following pages.

### Ford Parts and Service Division

#### ATLANTA DISTRICT OFFICE

Northern Georgia  
Eastern Alabama  
P.O. Box 105003  
Atlanta, Georgia 30348  
(404) 762-8882

#### CHARLOTTE DISTRICT OFFICE

Western North Carolina,  
South Carolina  
P.O. Box 17307  
Charlotte, North Carolina 28211  
(704) 364-0335

#### CLEVELAND DISTRICT OFFICE

Eastern Ohio,  
Northwestern Pennsylvania  
P.O. Box 41035  
Brecksville, Ohio 44141  
(216) 526-6900

#### BOSTON DISTRICT OFFICE

Maine, New Hampshire, Vermont,  
Massachusetts, Rhode Island,  
Northeastern Connecticut  
P.O. Box 587, Waltham,  
Massachusetts 02154  
(617) 890-4545

#### CHICAGO DISTRICT OFFICE

Northeastern Illinois,  
Northwestern Indiana  
2225 W. North Avenue  
Melrose Park, Illinois 60160  
(312) 345-5300

#### DALLAS DISTRICT OFFICE

Northern Texas, Oklahoma  
P.O. Box 37  
Carrollton, Texas 75006  
(214) 242-6611

#### BUFFALO DISTRICT OFFICE

Upper and Western New York  
Northern Pennsylvania  
P.O. Box 244  
Buffalo, New York 14225  
(716) 632-7511

#### CINCINNATI DISTRICT OFFICE

Southern Ohio, Southern West  
Virginia, Eastern Kentucky,  
Southeastern Indiana  
P.O. Box 15280  
Cincinnati, Ohio 45215  
(513) 782-7264

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## DISTRICT OFFICE ASSISTANCE

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Houston, Texas 77001  
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Indianapolis, Indiana 46219  
(317) 353-8251

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(213) 723-8633

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Tennessee, South Central Indiana  
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Kentucky 40201  
(502) 459-1620

### MEMPHIS DISTRICT OFFICE

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Memphis, TN 38108  
(901) 323-8561

### MILWAUKEE DISTRICT OFFICE

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Corner) Upper Peninsula Michigan  
615 E. Michigan Street,  
Suite No. 400  
Milwaukee, Wisconsin 53202  
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### NEWARK DISTRICT OFFICE

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Eastern New York,  
Northeastern Pennsylvania  
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Metairie, Louisiana 70004  
(504) 888-8960

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and Western Connecticut,  
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### PHILADELPHIA DISTRICT OFFICE

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Western Texas  
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Richmond, VA 23261  
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St. Louis, Missouri 63141  
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### SALT LAKE CITY DISTRICT OFFICE

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### SAN JOSE DISTRICT OFFICE

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Oregon, Western Nevada, Hawaii  
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(408) 262-9110



## DISTRICT OFFICE ASSISTANCE

### SEATTLE DISTRICT OFFICE

Alaska, Washington, Northern  
Oregon  
Andover Building  
130 Andover Park East  
Suite 201  
Seattle, Washington 98188  
(206) 244-5800

### TWIN CITIES DISTRICT OFFICE

Northwestern Wisconsin,  
Minnesota, North Dakota  
400 Shelard Plaza South, Suite 635  
Minneapolis, Minnesota 55426  
(612) 546-4383

### WASHINGTON DISTRICT OFFICE

Mainland Maryland, Northern  
Virginia, Eastern West Virginia,  
Peninsular Maryland  
8051 Gatehouse Road  
Falls Church, Virginia 22042  
(703) 573-9005

Questions in the U.S. that cannot be answered by one of the above offices may be directed to:

Ford Parts and Service Division  
P.O. Box 1805  
Dearborn, Michigan 48126

## Ford of Canada Regional Offices

### Ford Motor Company of Canada, Limited

#### ATLANTIC REGIONAL OFFICE

New Brunswick, Nova Scotia,  
Prince Edward Island,  
Newfoundland  
P.O. Box 2166  
Halifax, Nova Scotia B3J 3C 4  
(902) 422-7466

#### CENTRAL REGIONAL OFFICE

Southern Ontario, Northern  
Ontario — East of Geraldton,  
8000 Dixie Road  
Bramalea, Ontario L6T 2J7  
(416) 459-2210

#### EASTERN REGIONAL OFFICE

7800 South Service Road  
Trans Canada Highway  
Pointe Claire, OVE H9R 1C6  
(514) 697-8220

#### MIDWESTERN REGIONAL OFFICE

Saskatchewan, Manitoba,  
Northern Ontario — West of  
Geraldton  
1725 Ellice Avenue  
Winnipeg 21, Manitoba R3H 0B2  
(204) 775-8101

#### PACIFIC REGIONAL OFFICE

British Columbia, Yukon  
P.O. Box 7100  
Vancouver, B.C. V6B 4E3  
(604) 936-2111

#### WESTERN REGIONAL OFFICE

North West Territories, Alberta  
P.O. Box 2357  
Edmonton, Alberta T5J 2R6  
(403) 454-9621

In the event that you have a question that cannot be answered by one of the Regional Offices, you may contact:

Vice President and General Manager - Sales  
Ford Motor Company of Canada, Limited  
The Canadian Road  
Oakville, Ontario L6J 5E4

## Outside U.S. and Canada

All locations outside the United States and Canada should use the following address should it become necessary to correspond with the Ford Motor Company:

Ford Export Corporation  
P.O. Box 600  
Wixom, Michigan 48096, U.S.A.

## ACCESSORY EQUIPMENT AVAILABLE

The following accessories are available through your local authorized dealer.

**NOTE** — When adding accessories, equipment, passengers, and luggage to your vehicle, the total weight capacity of the vehicle or of the front or rear axle (GVWR, GAWR as shown on the vehicle certification label) **MUST NOT BE EXCEEDED**. Consult your dealer for weights for Ford and Lincoln/Mercury accessories, and for any assistance you may need prior to installation of any accessories.

### Comfort and Convenience Equipment

Air Conditioner ("Built-in" Style)	Mirror — R.H. Manual
Air Horn	Mirror — Vanity
Battery Jumper Cables	Radio — AM
Child Safety Seats — Tot Guard and Infant Carrier	Radio — AM/FM Mono
	Radio — AM/FM Stereo
Clock — Digital	Radio—AM/FM Stereo Search
Clock — Electric	Radio—AM/FM Quadrasonic Tape
Door Locks — Lifeguard Junior	Reflector Flare Kit — Emergency
Fire Extinguisher	Speakers — Rear Seat
Engine Heater	Speed Control
Mirror — L.H. Remote Control	Tape Club—Ford Stereo 8

### Traveling and Camping Equipment

Air Springs with Dash Control — Adjustable
Battery — Heavy Duty Premium
Fuel Sentry Vacuum Gauge
Luggage Rack Cover — for Station Wagons
Luggage Rack — Deluxe for Station Wagons
Luggage Rack — Rear Deck
Recreation Table — For Station Wagons with Dual Facing Rear Seats
Shock Absorbers — Super-Flex and Air
Trailer Towing Mirror — Fender Mount
Transmission Oil Cooler — Economy
Transmission Oil Cooler — High Capacity (without A/C)
Transmission Oil Cooler — Extra-High Capacity Thin Line

### Appearance and Protection

Body Side Mouldings	Floor Mats
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Subscription price, Five Dollars per Annum in Advance. Single Copies, Fifteen Cents.  
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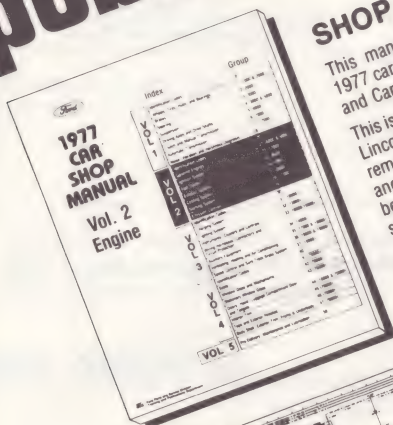
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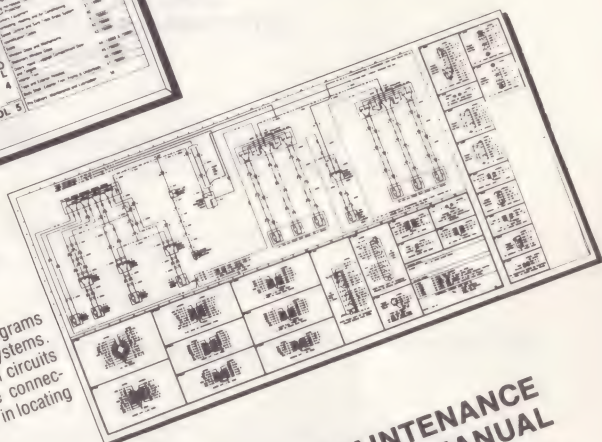
# 1977 official publications



## SHOP MANUAL

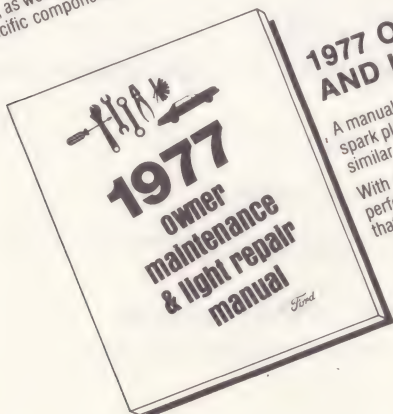
This manual covers detailed service procedures for 1977 cars built by the Ford Motor Company in the U.S. and Canada.

This is the same manual used by technicians in Ford and Lincoln-Mercury Dealerships and includes component removal and installation, disassembly and assembly, and testing procedures. Diagnosis charts have also been included in this year's manual to aid in troubleshooting car systems.



## 1977 CAR WIRING DIAGRAMS

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A manual for car owners interested in cleaning or changing spark plugs, adjusting engine timing, replacing filters, and similar day-to-day car maintenance procedures.

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Special and unique tools selected and designed to fit specific components on Ford vehicles are available exclusively to owners of Ford built cars who wish to do some of their own maintenance.

The tools can be purchased individually or as complete tool kits. With the hand tools and gauges offered, such operations can be performed as: changing engine oil and oil filter, change, clean, and adjust spark plugs, check lubricant levels, lubricate door locks and hinges, etc., clean and maintain battery and cables, precisely set ignition timing, engine idle speed, check and set tension of accessory drive belts.

The vinyl pouch is designed specifically for storing all of the tools except the Tach Dwell Timing Light, belt tension gauge and distributor wrenches.

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Select the tools desired as listed on the following page, fill out the order blank and mail it with your check or money order to the address indicated on the order blank. Your tools and manual will be mailed promptly postpaid.

A considerable savings can be realized by ordering complete tool kits.



TOOLS AND GAUGES (see order form on following page)



## TOOL KITS AND MAINTENANCE MANUALS

Below is an order blank and price list of the tools and tool kits that are available through the Ford Motor Company.

Please specify the quantity of the tool or tool kit desired and enter that number in the left column. Then multiply the quantity desired by the price, and enter that figure in the right column.

After completing the order blank, fill out the mailing form on the following page and send it to the appropriate division of the Ford Motor Company.

ITEM	QTY.	DESCRIPTION	PRICE	AMOUNT
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2		Open End Wrenches	9.85	
3		Pliers, Adj.Wr. & Scr.Driver	9.81	
4		Hand Clnr. & LPS Lubricant	4.90	
5		Batt.Cable Puller & Cleaner	5.25	
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8		Vinyl Tool Pouch	8.45	
9		Distributor Wrench	4.82	
9A		Distributor Wrench	4.82	
10		Belt Tension Gauge	7.85	
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12		Owners Maint. Manual	3.95	
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*14		Complete Tool Kit (incls. Nos. 9, 10, 11)	52.50	
*15		Combination Tool Kit (Incls. Items 13 & 14)	103.32	
<i>*Manual at No Charge if ordered with Items 13, 14, and/or 15.</i> <b>PRICES ARE SUBJECT TO CHANGE WITHOUT NOTICE &amp; WITHOUT INCURRING OBLIGATION.</b>			<b>TOTAL</b>	
			<b>TAX</b>	
			<b>TOTAL ENCLOSED</b>	
Signature _____				

(See next page for mailing form)

## TOOL KITS AND MAINTENANCE MANUALS

Below is a mailing form. After filling out the order blank on the preceding page, please fill out the mailing form below.

### THIS MAILING FORM MUST ACCOMPANY YOUR ORDER FORM

After completing both forms, mail them along with a check, money order, or charge number to the appropriate address below.

Michigan Purchasers — add 4% Sales Tax. Canadian Purchasers — add applicable Provincial Sales Tax for tool kits only. All orders will be filled and mailed within three weeks after receipt of your order. Please allow ample time for postal service.

**Make check or money order payable to:**

**IN U.S.A. — OWNER TOOL KITS, 1738 MAPLELAWN, TROY, MICHIGAN 48084**  
**IN CANADA — FORD MOTOR COMPANY OF CANADA, LTD., SERVICE PUBLICATIONS, P. O. BOX 905, STATION U, TORONTO, ONTARIO, M8Z 5P9**

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Please bill my: ☐ BANKAMERICARD ☐ MASTER CHARGE

Credit Card

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Have you ever wanted to know more about how your car and all its systems really work? Would you like to know how to reduce operating expenses . . . how to explain trouble to an auto mechanic . . . what the warranty means in simple terms . . . whether routine maintenance really pays off . . . and what you can fix on your car yourself?

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Oakville, Ontario L6J 5E4**

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Add sales tax if applicable in your state. (In Canada add applicable provincial sales tax.) \$ \_\_\_\_\_

Add shipping and handling charge: \$ \_\_\_\_\_  
Infant Carrier — \$1.50 each (In Canada — \$2.00 each) \$ \_\_\_\_\_  
Tot-Guard — \$1.75 each \$ \_\_\_\_\_

TOTAL \_\_\_\_\_

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Check \*\* Order \*\*

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Credit card expiration date \_\_\_\_\_ Bank number \_\_\_\_\_  
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Credit Card Account Number

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\*\* In U.S. make checks or money order payable to Tot-Guard Headquarters;  
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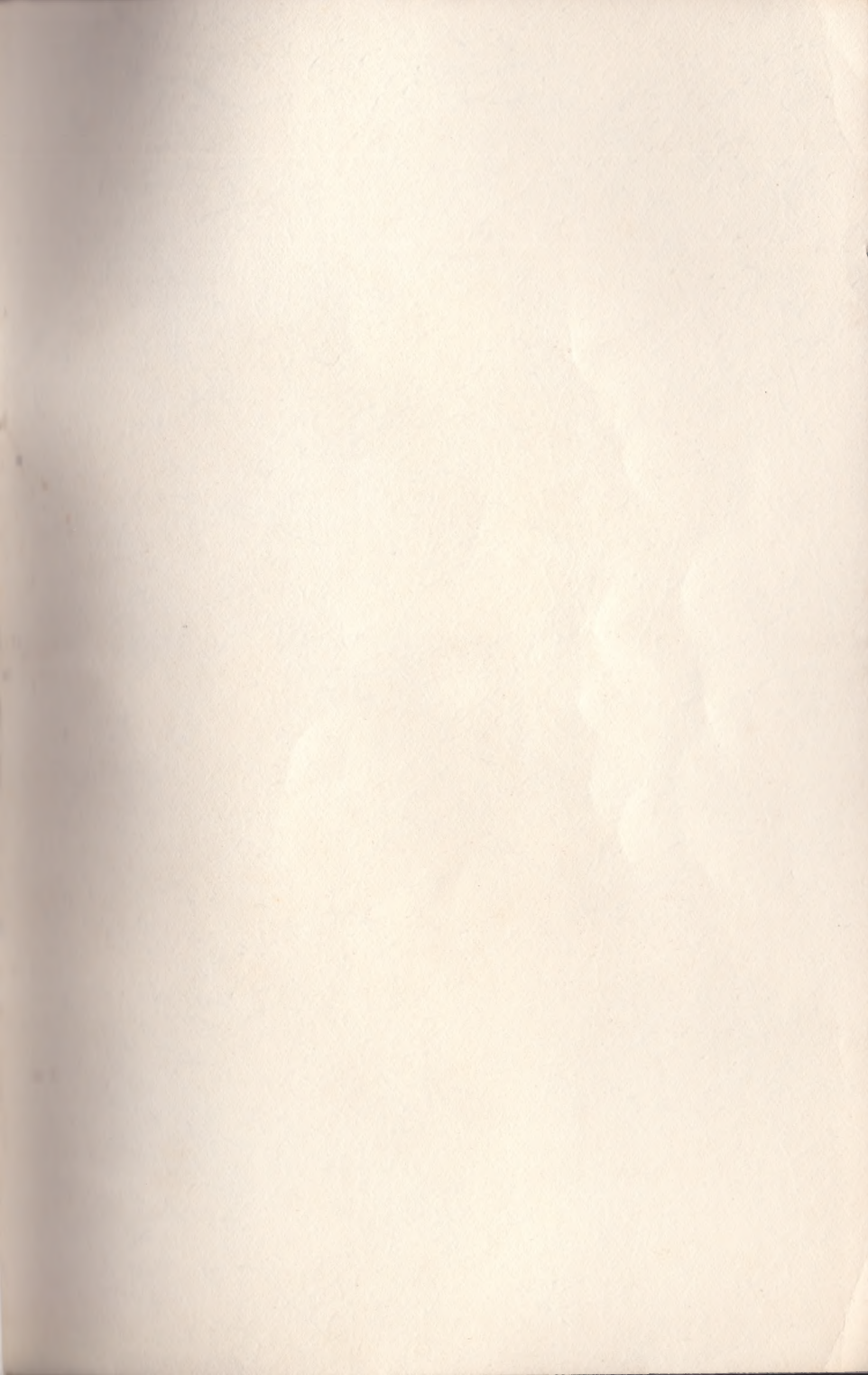
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Ford Parts and Service Division  
Training and Publications Department

FPS 365-10277-A

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JULY, 1976  
FIRST PRINTING  
1977 OWNER'S GUIDE